

**MASON'S**  
O.K. SAUCE,  
O.K. PICKLES,  
MANGO CHUTNEY,  
WORCESTERSHIRE  
SAUCE,  
MUSTARD SAUCE,  
TOMATO CATSUP.

# Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General  
Post Office in the United Kingdom.

**ALEX. ROSS & Co.,**  
Machinery Department,  
4, Des Vaux Rd. Cent.  
Phone 27.

No. 18,810. 號十零百八千一萬一第 日九十二月七年午戊 HONGKONG, WEDNESDAY, SEPTEMBER 4TH, 1918. 三拜禮 號四月九年七國民華中 PRICE, \$3. PER MONTH.

**INTIMATIONS**  
**GREEN ISLAND CEMENT COMPANY**  
PORTLAND CEMENT.  
In Casks 375 lbs. net.  
In Bags 550 lbs. net.  
SHEWAN, TOMES & Co.,  
General Managers.  
1463

**AQUARIUS**  
**WATERS.**

Shipped by the  
**AQUARIUS CO.**  
SHANGHAI.

SOLE AGENTS:  
**CALDBECK,**  
**MACGREGOR & Co.**

15, QUEEN'S ROAD CENTRAL.  
Telephone No. 75.

**CARTRIDGES.**  
**ARRIVED!!!**

A large consignment of  
**SPORTING CAR-**  
**TRIDGES,** principally loaded  
with E. C. Powder.  
HONGKONG SPORTING ARMS AND  
AMMUNITION STORE,  
5-6, Beaconsfield Arcade. 14596

**A LING & CO.**  
15, QUEEN'S ROAD CENTRAL.  
**FURNITURE AND PHOTO GOODS**  
**STORE.**  
Photographic Goods of Every Description  
in Stock.  
Developing, Printing and Enlarging.  
Canton Machines in Various Shades.  
Telephone 1212. 14906

**PEAK TRAMWAY COMPANY,**  
**LIMITED.**

# TIME-TABLE

| WEEK DAYS.                               |                                 |                  |
|------------------------------------------|---------------------------------|------------------|
| 7.00 a.m.                                | to 8.00 a.m.                    | Every 15 minutes |
| 8.00                                     | to 9.30                         | " 10 "           |
| 9.30                                     | to 10.00                        | " 15 "           |
| 10.30                                    | to 11.00                        | " 15 "           |
| 11.30                                    | to 12.30 p.m.                   | " 30 "           |
| 12.45 p.m.                               | to 1.15 "                       | " 10 "           |
| 1.45 "                                   | to 2.15 "                       | " 10 "           |
| 1.45 "                                   | to 2.15 "                       | Sats. only 15 "  |
| 2.30                                     | to 4.00                         | " Every 30 "     |
| 2.30                                     | to 4.00                         | Sats. only 15 "  |
| 4.00                                     | to 6.00                         | " Every 15 "     |
| 6.00                                     | to 8.00                         | " 10 "           |
| NIGHT CARS.                              |                                 |                  |
| 8.50 p.m.                                | 9.30 p.m., 10 p.m., 11.00 p.m., |                  |
|                                          | 11.30 p.m. and 11.45 p.m.       |                  |
| SATURDAYS.                               |                                 |                  |
| Extra Cars 1.30 p.m. and 12.00 Midnight. |                                 |                  |
| SUNDAYS.                                 |                                 |                  |
| 7.30 a.m.                                |                                 |                  |
| 8.00                                     | to 10.30 a.m.                   | Every 15 minutes |
| 10.30                                    | to 11.00 a.m.                   | " 10 "           |
| 11.30                                    | to 12.00 noon                   | " 15 "           |
| 12.00 noon                               | to 12.30 p.m.                   | " 10 "           |
| 12.30 p.m.                               | to 1.30 p.m.                    | " 15 "           |
| 2.00                                     | to 5.30                         | " 15 "           |
| 5.30                                     | to 6.00                         | " 10 "           |
| 6.00                                     | to 7.00                         | " 15 "           |
| 7.00                                     | to 8.00                         | " 10 "           |
| NIGHT CARS.                              |                                 |                  |
| 8.50 p.m.                                | 9.30 p.m., 10 p.m., 11.00 p.m., |                  |
|                                          | 11.30 p.m. and 11.45 p.m.       |                  |



## THE WORLD'S BEST MUSIC FOR EVERY HOME!

The VICTROLA brings this treasure to all alike.



Prices \$44 to \$363.

20% Discount for cash with order.

Exclusive Agents:

MOUTRIE'S

[56-3]



## TENNIS WEAR.

Trousers - \$5.50 \$10.50 per pair

Shirts - From \$3.00 each

Shoes - From \$3.75 per pair

Sweaters - From \$9.00 each

Socks - Belts - Hats - Scarves

MACKINTOSH

A CO., LTD.

Men's Wear Specialists,

18, DES VŒUX ROAD.

Telephone 29.

[103]

## LANE, CRAWFORD &amp; CO.

WHO DISCOVERED "EPICURES"?

THE "LA MINERVA" CIGAR FACTORY.

Sooner or later you'll discover Epicures; they increase your smoking enjoyment and decrease your Cigar expenditure.

ACTUAL SIZE

In boxes of 25 \$2 per box.

[1381]

THE EDISON-DICK



DUPLICATOR

INSPECTION INVITED

MUSTARD &amp; CO.

4, DES VŒUX ROAD CENTRAL.

TELEPHONE 1188.

AGENTS IN FOCHOW, AMOY, SWATOW AND CANTON.

BRITISH-AMERICAN TOBACCO CO.

[9220]

## MACARONI, PASTE STARS, EGG NOODLES, VERMICELLI, AND ALL KINDS OF SOUP STUFFS.

ALL our Pastes bear the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions.

Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agencies. Orders executed promptly.

THE HING WAH PASTE MANUFACTURING CO., LTD.

Head Office: No. 47 and 48, Connaught Road, Central, Hongkong; Telephone No. 1230.  
Principal Factory: No. 71, North Soochow Road, Shanghai, China; Telephone No. 3385.  
Branch Factory: Wing Hing Street, Causeway Bay, Hongkong.  
Cable Address: "HINGWAH"

[2327]

LOTTERIES LEGALISED IN MALAYA.  
TWENTY-FIVE PER CENT. TO GO TO WAR FUNDS

At the meeting of the Federal Council in Kuala Kangsar on August 13th, the Legal Adviser in introducing the War Funds Bill, said it was no doubt desirable that schemes for the raising of funds for war charities should be subject to some kind of check, and it was in the Bill proposed to require accounts to be submitted to the Chief Secretary of receipts and expenditure in connection with any entertainment, exhibition or other similar performance arranged with the object of collecting funds for the war. Clause 3 dealt with the question of lotteries. As the Council were aware, public lotteries were at present strictly prohibited by law in those States. If it ever should be considered desirable to collect money for the war by means of a public lottery it was certainly expedient that there should exist some legislative authority to suspend the prohibition, and clause 3 provided for the issue of permission to hold a public lottery, subject to a condition that not less than one quarter of the proceeds should be given to some war funds. He moved the Bill be read.

The Hon. Mr. Oliver Marks seconded. The Hon. Mr. A. N. Kenion, supporting, said the suggestion as to lotteries came from the Unofficial Members. It had their unanimous support and they took full responsibility for having suggested it. Lotteries would bring in money for war purposes which was badly wanted, and which the war charities would never receive otherwise. He gave the Bill his hearty support.

The Hon. Mr. R. C. M. Kindersley, who also supported the Bill, said he had received a telegram from the Bishop of Singapore asking him to move that the amount they expected to get from the lottery should be voted from Federal funds, but as he did not agree with the Bishop's views on the subject he was unable to carry out his wish in that respect.

H.E. the High Commissioner said he should like to say, a word or two, as the head of the Government and as one who had been very strongly against all gambling in Malaya. During his administration gambling had been stopped throughout the F.M.S., last year it was stopped in Johore, and this year, he was glad to say, it would be stopped in Kedah. In normal times he had been a strong opponent of gambling, in fact a fanatic. Lotteries or raffles at bazaars, even though they were for good causes, he was always strongly opposed to before the war. Personally he had always had strong objections to legalising betting by the totalisators. But these were abnormal times, with constant appeals for war charities. They wanted to make their soldiers and sailors as comfortable as they could, and without money that could not be done, and Mr. Kenion said, by lotteries they got money that they would not get in any other way. Last year they allowed certain lotteries throughout the F.M.S. and the Colony, and a large sum was raised. That being so, it was best to legalise the holding of those lotteries. The Unofficials and the Officials supported the Bill. The Sultans of Perak and Selangor fully agreed with the Bill. In fact they were unanimous that the Bill should be passed. (Applause.)

The Bill was passed through all stages.

GERMAN SHIPPING LOSSES.  
NEW TONNAGE BUILDING.

An article in the *Forwards* recently states that the German mercantile marine has lost during the war 800 ships with about 2.9 million gross tonnage, or more than 50 per cent. of the total tonnage in 1914, which amounted to 5.8 million. Notwithstanding the shortage of materials, the following building orders have been placed:

By the Hamburg-America Line: The Bismarck, 56,000 tons; the turbine ship Tirpitz, 32,000 tons; and three other ships, each of 22,000 tons; all to Hamburg yards.

A Bremen nine steamers are being built, of which four, each having 15,000 tons cargo space, will be the largest freight ships in the world. At the Flensburg yard three large passenger and freight steamers are being built, and two steamers of 13,000 tons each have been ordered.

At Tecklenburg, near Geestemünde, two freight steamers of 17,000 tons are being built for the Panama Canal traffic.

The Hamburg-South American Steam Shipping Company, in addition to the Cap Bismarck, an improved sister ship to the sunk Cap Trafalgar, is building in different yards four more freight steamers.

The Norddeutsche Lloyd is now building in Danzig two fast steamers, the Columbus and Hindenburg, each of 35,000 tons, also the Munchen and Zeppelin, each of 18,000 tons, and 12 more ships each 12,000 tons.

The Afrika Line is now building six, the Hansa Line twelve, the Kosmos Line ten steamers, whose size ranges from 9,000 to 13,000 tons.

"The great companies," *Forwards* adds, "are more unfavourably situated than the small coasting-trade companies, because they are unable to employ their mammoth steamers and yet have to keep these steamers in condition and to pay heavy debenture interest on them. On the other hand, in reckoning their assets, the value of their fleets, which has advanced far beyond their value in the books, must be considered. Some companies have recently received authority to sell to the Argentine State their ships now lying in Argentine harbours. In reckoning the rate of the exchanges, the price obtained must be handsome."

Among the larger coastal steam shipping companies the Argo Company has distributed for the first time for four years a dividend of 24 per cent. for the four years, 1914-1917, which amounts to a six per cent. annual dividend, as against 11 per cent. in peace. In its report it announces that it has given orders for 43,000 tons of shipping.

## PEKING NOTES.

(FROM OUR OWN CORRESPONDENT.)

PEKING, August 31st.

## CHINA AND THE WAR.

As regards China's declaration of war against Germany, little need be said. A War Participation Bureau was solemnly inaugurated with General Tuan Chi-jui at its head. Yuan Shih-kai's Model Army was designated as the selection for transportation to Europe, which should prove that the Chinese soldier had real military value, but nothing happened. Admittedly China could not raise the money to equip and transport this body, and the Allies had not the necessary tonnage to spare. There the matter stood until the German-led Bolsheviks began to over-run Siberia and create a danger in this part of the world which had to be met. This gave China an opportunity to join with the Allies, in sending troops to Vladivostok. Some two thousand are being entrained in small detachments. The Japanese are unable to furnish sufficient cars on the South Manchurian railway to enable them to go altogether. The Chinese soldier of to-day does not travel light. He takes his bed with him, which adds considerably to the impediments of the army.

While the Chinese seem to have accomplished something with regard to Vladivostok it would seem that they have been lacking elsewhere. At any rate, the Japanese allege that the Chinese have allowed the Bolshevik elements to threaten Manchuria and also Mongolia. At the moment it is difficult to estimate to what extent this allegation is justified, for Chinese and Japanese reports flatly contradict each other. It is a reasonable inference that if military intervention is called for on this frontier it should be efficient and ample, and he would be a bold man who would suggest that Chinese military effort would come up to the standard indicated. Chinese susceptibilities may be wounded, but for that the Chinese have only themselves to blame. Of course, if the German-Bolshevik danger has been exaggerated by the Japanese in order to justify their action then censure and criticism should not be withheld. The Japanese have precedent to justify prompt action, for almost since the war commenced the Allies' intervention in places other than in France has invariably been just a trifle late with expensive results. Japan's promptness should forestall such complaint with reference to Manchuria and Siberia. Not only have her troops occupied strategic points along the Chinese Eastern Railway, but they are reported to have advanced outposts as far as Mongolia. Indeed, the Chinese Government, according to report, has only itself to blame for this, as it declined to listen to the appeals of its own commissioner in Urga urging the need for military assistance, thereby driving the Living Buddha, into the arms of the Japanese, with whom he is reported to have concluded a secret treaty. Be this as it may it is evident that the Japanese are taking no risks along the Chinese northern frontier.

## THE GOLD CURRENCY SCHEME.

Another up-to-date Chinese farce, in that staged by the Acting Minister of Finance, who is also Minister of Communications, the astute Tsao Ju-lin, under the title of a Chinese gold currency. It was produced in Japan, but was capable of being adapted to Chinese requirements. By Presidential mandate a currency bureau was to be established charged with the duty of issuing gold notes, but no gold reserve was to be provided. It was expected that in exchange for these so-called gold notes gold ornaments, gold bullion, and gold coins from other countries would be brought into the country, thus providing the nucleus of the reserve to be built up and of the gold coins to be minted in due course. Most people regarded the scheme as wild and fantastic, and the public clamour resulted, first of all, in the Minister of Finance denying that the scheme was based on the reported eighty million yen loan and, secondly, in the announcement that the gold currency scheme would not be proceeded with. Why it should have been seriously advanced is a mystery. It was too obviously of the nature of a gold brick.

## PARLIAMENTARY.

The House of Representatives has made a start on its short career. Yesterday it met and elected Wang Yi-tang, the chief of the *Aufu* party, its Speaker. The election was practically unanimous, the other candidate only receiving 11 votes. The Vice-Speaker is to be elected to-morrow. Liang Shih-yi is due back from Hongkong to-day, and will be elected Speaker of the Senate to-morrow. Before the end of the month the election of President should be completed.

## THE TRIUMPH OF THE AUTOMOBILE.

The automobile is replacing the camel as the ship of the desert. Between Kalgan and Urga the journey on camel-back occupied some 20 days or more, but now a service of motor-cars has been introduced which does the distance in from three to four days. Numerous difficulties have been encountered, and a few skeletons of cars may be found on the road, but success has now been achieved. Thus Mongolia, which seemed to be remote from all the world by reason of its own exclusiveness and the Mongolian desert, is brought within reach of western civilisation.

(Continued at foot of next Column.)

## HOUSE RENTS IN WAR TIME

F. M. S. LEGISLATION AGAINST OPPRESSION.

An Enactment was introduced at the Malay States Federal Council on August 13th for restricting in connection with the present war the increase of the rent of small dwelling-houses. The Legal Adviser said that it was a war measure and its operation would be limited to the period of the war and for twelve months afterwards.

The Hon. Mr. Broadrick seconded the Bill.

The Hon. Mr. Kenion, in commenting on the Bill, recalled that its introduction in Singapore was because there was a gross scandal there, but the passing of the Bill here did not mean that the Unofficials agreed that there was such a scandal in the F.M.S. but that it was a means in *terrorem* to hold over those landlords who attempted to raise the rents of their houses. The speaker remarked that there were certain points that seemed to offer a loophole in the Bill, such as the possibility of a landlord ousting a tenant by removing part of the roof of a house and rendering it impossible for the tenant to remain. Something might be done in the committee stage to provide against such things.

The Hon. Mr. Hampshire, in supporting the measure, said that in Selangor there had been a general increase of rents.

The Hon. Mr. Chung Thye Phin said: I agree to this Bill, but I wish to see some provision made for the recovery of rent. In this respect there is a difference between the Straits and the Federated Malay States. There if a man owed his landlord rent the latter could get a distress warrant and at once attach his property. In the F.M.S., the landlord has first to apply for a summons before he can ask for a distress warrant.

The Hon. Mr. Watson said that, when the question was submitted to the Residents and the Sanitary Boards to elicit their opinions, there was considerable diversity of opinion as to the necessity for such a measure. Subsequently it was considered further, and it was thought advisable to have a law of that kind, but that it should not be brought into force at once, or of necessity in all the States, or even in any one State. It was left to the Chief Secretary to decide, but he felt that it would be a useful measure to have in hand as a deterrent against the raising of rents.

The Bill was considered in committee and the following amendment to clause 4 moved by Mr. Kenion was agreed to: "Provided that an increase which does not bring the rent to a higher rent than that charged in 1914 shall not be deemed to be an increase within the provision of this section."

A further amendment was made to the effect that a landlord shall not do, or omit to do in respect of any dwelling-house any action which shall render the premises unfit for human habitation, the penalty provided being a fine not exceeding \$50.

The Bill was then passed.

## BOXERS IN SHANTUNG.

Memories of 1900 are revived by the report that a body of men whose practices are similar to those of the Boxers have made their appearance in Shantung. The authorities have been advised to look well after them.

## INTERMENT OF ALIENS.

The internment of enemy subjects is immeasurably nearer. No date has yet been fixed, but the camp at Fanghsien has been prepared, and it is understood, sufficiently remote to keep the Germans from any serious mischievous activity.

## ANOTHER QUESTION SETTLED.

The Chinese authorities of Sinkiang seemed to have been much perturbed by the passing through their territory of a detachment of Indian soldiers en route to Kashgar. It was explained that they were designed to furnish a guard to the British Consulate, and the fact that it was being done now for the first time is due to the guard having been withdrawn from the Russian Consulate there, and to the presence of Bolsheviks in the neighbourhood. The Chinese Government now declares itself satisfied with the explanation of the British Minister and all is well.

## GENERAL HSU.

The forceful Hsu Shu-chien has been the subject of all kinds of sensational reports during the week. It was said that he had been arrested by order of his superior, Chang Tso-lin, the ex-bandit Tsuchan of Fengtien, ostensibly for misappropriation of military funds, but also because he had failed his chief, who expected Hsu to secure for him the nomination to the Vice-Presidency. Whatever differences occurred, however, have been composed. I am told that the real reason of the difference between the commander of the Fengtien troops and his deputy is that the latter insists upon military appointments being accorded to men from the Military College instead of to professional amateurs. Hsu is a strong advocate of modern education, and himself maintains a school in Peking, a fact which stands very much to his credit. As for the misappropriation of funds, the money was used by consent for electioneering purposes. No doubt it was as well wanted in that manner as in any other, or perhaps better.

## THE AMERICAN LEGATION.

Without knowing the explanation, it was surprising to find this week the military part of the Russian Legation occupied by American marines, and an American marine on sentry duty at the west gate. The arrangement has no international significance except that of good will; it is a temporary accommodation pending the rebuilding of the American barracks.

## SEAMEN'S BOYCOTT.

MR. HUGHES ON ALIEN PERIL.

Commander Sir Edward Nicholl, R.N.R., president of the Merchant Seamen's League, gave a dinner at the Hyde Park Hotel recently at which Mr. Hughes, Prime Minister of the Commonwealth of Australia, was the principal guest.

Mr. Hughes, replying to the toast of his health, proposed by the host, said:—

Seamen have founded the Empire, and now they are serving the Empire. (Cheers.) Merchant seamen are fit to stand with any men of the Empire. We owe them a great debt of gratitude. They have proved themselves worthy of the greatest of destinies. Freedom and full political liberty may be safely entrusted to the hands of men who are not afraid to die or to fight. They are not of the men who speak of trusting the blood-stained hand of Germany, but they are men who in a dark hour were worthy of the race from which they spring. Such a policy as they advocate is a policy of men, and the bulwark of our Empire rests safely in good hands. When the war is over the seaman must come into his kingdom. (Cheers.)

I am glad to have the opportunity to pay my tribute of respect and admiration for the part played by Mr. Havelock Wilson. (Cheers.) He has shown to the world what unionism, rightly directed, can do. He has shown the power of Labour, and that a man may be a keen and resolute fighter for the rights of Labour and yet be a patriot. Labour has great opportunities opened to it by the war. It has great responsibilities thrown upon it. It might take, if it liked, the path that has been blazed for it by the Bolsheviks, it might sink into some bottomless morass, or it might turn resolutely and tread that steep and difficult path that patriotism and common-sense alike dictate.

The German speaks, of course, not through his own lips, but through the lips of the pacifists. The pacifist policy can be no other than a base surrender to the enemy. This nation has faced many a worse peril than this, and emerged triumphant from it because it had been united, and that is our policy and attitude to-day. Those men who are not for us are against us, and those who hold out the hand of fellowship to the Hun are our enemies, and must be treated as such. Let us free the national life of the Empire from the German influence. (Cheers.) After having had experience of some three-and-a-half years in active and resolute effort to exterminate German influence in Australia, I say it can only be got rid of by a hand that does not falter, but pursues it remorselessly. This is a war in which everything depends upon the *will* of the nation. There are men to-day, who go about speaking as though there was no doubt about the issue. There can be no doubt if we ourselves do not doubt. Our material resources are overwhelming. Let the enemy do what he will, let him rage and thunder, but if we stand firm, then we must win.

In this war labour stands to lose more than any other class. Labour has been advancing many years step by step towards her kingdom. Her power is great; her organization covers the whole of the stands to-day on the threshold of political power and all those things that flow from it. The foundations of her being and her future destiny will surely crumble into ruins unless military victory, complete and decisive, comes to England. There is talk about internationalism and of holding out the hand of fellowship, and of a *status quo* after the war. The *status quo* was a condition of things under which we were fast sinking to economic vassalage. There is but one hope for Labour, and that is that the Empire should conquer, and that the cause of the Allies should be victorious.

Mr. Havelock Wilson, in proposing the toast of "The Empire's Legislators," said that the one true note among the working people of the country was that the war must be pursued.

Mr. G. H. Roberts, who replied, said he wanted the Labour movement of Great Britain to dissociate itself from any suspicion of internationalism, because he was certain that the heart of all the working classes was absolutely sound. He was ready to join with the merchant seamen and other sections of the community in determining that they would not enter into friendly or trade relationship with Germany until she had expiated her crimes or been compelled to acknowledge defeat in the sight of the world and the years of purging, prove her right to be admitted to the comity of civilized nations. (Cheers.)

## HONGKONG POLICE RESERVE.

ORDERS ISSUED BY MR. F. C. JENKIN, C.B.E.

## EQUIPMENT.

The rank of Equipment Officer is abolished.

The following are appointed Stores Officers:—Staff Insp. Arculli, Insp. Tape and Bustace, Cr. Serge. 587 Rosario and 545 Castro.

The issue and return of equipment will be attended to by one or more of the above Stores Officers at Headquarters Office between the hours of 5 and 6 p.m. daily (Saturdays, Sundays and holidays excepted).

All applications for equipment must be addressed to the Stores Officer, Headquarters Office, and be forwarded through, and recommended by, the Unit Commander concerned.

Equipment Officers will at once return to this office all equipment in their possession.

This Order is to be inserted in the D.O. Book, opposite page 52.

Band Practices, 8 p.m.—Tuesdays, Sept. 10th and 17th; Friday, Sept. 13th and 20th.

## HEADQUARTERS CLUB.

The Band will play at Headquarters Club at 8 p.m. on Friday next, September 6th. Uniform caps and covers. September 2nd, 1918.



## CORRESPONDENCE.

## SIDE-LIGHTS ON THE HOUSING PROBLEM.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR.—Too much has been said and written on this subject that it would seem difficult to contribute anything fresh to the question. But it would appear that the following points have hitherto not received the attention which they deserve. Let us first consider the chief causes of the present exorbitant rents.

About the time of the Chinese Revolution there was a great influx of natives from the neighbouring provinces. When matters became more settled there, many returned and many remained permanently in Hongkong.

At every successive scare in the Southern Provinces (and there have been at least half-a-dozen) the same process was enacted over again.

Among those remaining here for good, were numbers possessed of ample means—some acquired honestly and some otherwise.

These people, and even others who remained behind in China, sought to invest their money in property here.

Brokers, naturally, were quick and keen to appreciate the opportunities. Houses were sold and re-sold several times over at successively higher figures. The brokers would approach an owner thus:—"Raise your rentals and I can then get you a good price for it from a *Ti Pi Tau*." (Chinese slang for those who have got rich quickly since the Revolution). This process was repeated over and over again, until, in their eagerness to secure a safe investment for their wealth, property was bought at figures which would return, in some cases, not more, and even less than 4 per cent. on capital, in spite of the exorbitant rentals.

Formerly Hongkong Chinese shunned the higher levels owing to the extra expense for chair-hire or the inconvenience of having to "foot it."

The desire to avoid sanitary measures, which involved semi-annual white-washing of Chinese tenement houses, coupled with the uncertainty of the water-supply, are additional factors in the immigration of the Chinese from the lower to the higher levels.

The coolies who do the white-washing cause endless trouble by swishing their mixture all over the house. Tenants have to do some hard scrubbing to remove the white-wash from furniture and floors. Of course tenants may have the white-washing done by men of their own choice, but that involves extra expense.

In times of drought I have known of as much as 30 cents having had to be paid for two buckets of water, and ten cents for the same quantity has had frequently to be paid.

By moving into European houses on the middle levels, Chinese, by living in much the same fashion as in Chinese flats, pay proportionately less rent than they would have to pay for the latter.

By reason of their habit of herding several families in one house, Chinese can afford to pay more rent than Europeans, who are accustomed to one family occupying one house.

Even among the richer Chinese who have recently become owners of European houses on the middle levels there are very many who occupy one floor only of three and four storied houses. The other floors are let out to several tenants. Imagine the cooking and sanitary conveniences of a house designed for one family, being strained to serve several families.

In Cause Road there are numerous private schools for Chinese in dwelling houses. Why cannot the Government provide schools convenient to the several localities and thus relieve the pressure?

Also, why does the Government permit the businesses of Chinese restaurants, oil-men's stores, confectioners, etc., to be carried on in European dwelling-houses in Cause Road—Yours, etc.,

Hongkong, September 2nd.

## THE LIFE OF PARLIAMENT.

According to the *Daily Telegraph's* Parliamentary Correspondent, the measure which Mr. Bonar Law presented to the House of Commons in July was the fifth, and will probably be the last, for prolonging the life of the present Parliament. The fourth Act was for a term of eight months, which expired on July 30th. The latest extension is for six months, ending January 30th next, when the Parliament will have lasted eight years. The new voting-list will be ready in October, so that a general election will be possible at any time between then and next January, should a full occur in the war. As one of the Government Whips remarked, "It by no means follows that the Parliament will live till January."

## LOCAL PORTUGUESE AND WAR SERVICE.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR.—Mr. Jenkin's letter, published in your issue of to-day, is no excuse at all and far from being satisfactory. He should have given a due apology for his entirely uncalculated and utterly unjust remarks.

The Portuguese are not only earning their living in Hongkong and enjoying its hospitality and protection, but they are contributing, to a great extent, to the welfare and prosperity of the Colony. They give their work—good, honest and faithful—in exchange for the money they receive, but their services are, generally speaking, neither well remunerated nor well appreciated as, in justice, they ought to be. Yours, etc.,

ALIGUIS.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR.—Much has been said recently about the part of the local Portuguese community in the War—too much on the one side, in my humble opinion. Nevertheless, I feel constrained to write a little more, this time on the other side, trusting you will be good enough to grant the necessary space in your valued paper.

I do not wish to take up the question of local services rendered by the Portuguese British Community, on which I hold the same views as expressed by Mr. Jenkin in his speech and letter of the 2nd inst. All I want to do is to ask some patriotic Portuguese-British correspondent to give me the actual figures for the number of local-born Portuguese British subjects who have actually proceeded home or elsewhere for active service in the War. Then we might compare this number with the number of pure European Britons who have gone. A comparison of the respective local populations of Portuguese British subjects and European Britons (I think there is not much doubt that the former exceeds the latter very considerably) would make the table complete and reflect a truly interesting state of affairs. It should be remembered that not only are the Portuguese I refer to British subjects making a good living out of a British colony, but Portugal is also an ally of Great Britain in the war against German aggression.

It would be interesting also to know exactly why conscription has been applied only to Britons of European descent and not to those of pure European descent. The latter, as is well known, are far more dispensable than the former, and, according to one correspondent, quite willing to go. In spite of this correspondent's remark, I would like to see the excitement if conscription was applied to Portuguese British subjects.—Yours, etc.,

ANTI-GERMAN NEUTRAL.

Hongkong, 3rd September, 1918.

## CANTON NEWS.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."]

CANTON, September 3rd.

TREASURER NOT TO BLAME FOR GAMBLING.

The Civil Governor has refused to prosecute the Treasurer, as requested by the Provincial Assembly, on the ground that the revenue from gambling is specially for military expenses and the Treasurer is not to blame.

## SWATOW REPORTS.

Commander Chan Kwong-ming has appointed several magistrates to the districts that were captured by the Canton forces.

It is reported that the Canton troops have occupied the Nam Ching and Shan Sing districts in Fukien. Fighting is proceeding.

Chan Kwong-ming has reported that his troops occupied Chang Chow on the 2nd inst. This is the most important city on the south-borders of Fukien, and is regarded as the door to Foochow.

## GENERAL LUK'S MOVEMENTS.

General Luk Wing-ting has recently returned to Mouning after inspecting the new troops in Lung Chow. He has accompanied by his son, Luk Yu-kwong, who has recently returned from the Hunan front.

## SUNKEN GUNBOAT LOCATED.

It is reported that the gunboat *Kwang-tung*, which was sunk by its crew as a result of a mutiny, has been located near Chu Tau Shan (off Kowloon). Other gunboats have been sent to refloat the ship, and orders have been given to investigate the mutiny.

## STEAMER CAPSIZED.

The steamer *Wa Yeung*, which runs between Wuchow and Kwai Lin, capsized on a recent trip to Kwai Lin. She was heavily loaded with cargo and passengers, and many lives are reported to have been lost.

## HONGKONG MAGISTRACY. ALLEGED POCKET-PICKING.

A Chinese was charged with snatching a purse containing \$113 from another Chinese in Connaught Road Central.

Inspector Browne asked the Magistrate to grant a remand, as a boy and a girl who had witnessed the whole occurrence were not present. Complainant, who is a Chinese, expected to leave for America on the 8th instant.

Mr. Wood accordingly remanded the case till to-day.

## ALLEGED KIDNAPPING.

A Chinese youth was charged with kidnapping a little boy from the custody of his parents, who live at Canton.

Mr. R. E. Lindsell, of the Chinese Secretariat, prosecuted.

Defendant, it is stated, brought the boy from Canton on board the *Kin Shan*, stating that he was a relative. Suspicion was, however, owing to the fact that the little boy was crying all the way, and on the arrival of the boat in Hongkong one of the passengers informed the Police, and subsequently defendant was arrested. The defendant stated that the boy was lost and that he was sent by the parents to trace the kidnapper. He managed to do so, but when taking the boy back to his parents he was himself arrested on the charge of kidnapping. He further asked the Magistrate to banish him.

Mr. Lindsell stated that the father of the boy came to Hongkong last week. Unfortunately, he was not in a position to give evidence, owing to the fact that he was away in the country when the boy was kidnapped. The boy had accompanied his mother to Canton, and was kidnapped there. The father of the boy had been sent to Canton to bring his wife down. It would, however, take some time before she could arrive owing to the floods. Mr. Lindsell asked the Magistrate for a week's remand.

Mr. Wood accordingly remanded the case till Tuesday next.

## ALL ABOUT A BUCKET.

An Indian was charged before Mr. E. D. C. Wolfe with the theft of a bucket containing some scrap-iron, the property of Messrs. W. G. Humphreys & Co.

Mr. Hall (of Messrs. Wilkinson & Grist) defended.

Mr. H. Best, manager of the Machinery Department of Messrs. W. G. Humphreys & Co., said that the iron goods, produced, were only a very small part of a quantity of scrap-iron which the firm had recently purchased and of which between 40 and 50 tons had disappeared in small quantities. He had had so much trouble with the watchmen owing to the disappearance of the iron that he had dismissed four, and had then engaged the defendant, who lived in a mat-shed on the premises.

The bucket stolen was one of the two which he had allowed the watchman to use for water.

An Indian watchman employed in the firm's store at Sham-sui-po, said that on August 26th he saw the defendant and a Chinese filling three buckets with iron, which they dug out from the ground, and placing the buckets in a mat-shed. On the following day, witness reported what he had seen to the Company's foreman. Later the foreman and witness went to the defendant's house. When witness called out to the defendant, the latter came out of his room carrying the bucket (produced) and, having placed the bucket on the landing of the first floor, went back into his room. When asked again to come downstairs with the bucket, the defendant did so. The defendant then told the foreman to take the bucket away, and offered to carry it himself to the office. The foreman said defendant would be taken to the Police Station because he had kept the bucket in his house. The defendant, when asked by the foreman as to the whereabouts of two other buckets, denied all knowledge of them.

On August 26th witness had overheard a conversation between the defendant and an Indian constable (No. 63). The defendant said that if the witness would go away "they" would take some stuff from the Company's premises.

Cross-examined: Witness was inside the yard, within speaking distance of the defendant and the Chinese, when they were taking the iron from the ground and putting it into the buckets. He did not arrest them because his instructions were to report the matter first. He had been asked by his master to pay surprise visits to the scrap yard, hence his presence at the latter place on August 26th.

Mr. Wolfe remarked that so far as the case had gone there was nothing against the defendant. It was absurd to expect him to believe that the defendant had walked downstairs with the bucket of iron in his hand knowing that he was going to meet the foreman if he had stolen it.

Mr. Hall asked that the defendant be discharged, but Mr. Wolfe said it would, perhaps, be better to hear the evidence of the foreman first. The hearing was accordingly remanded until Thursday.

## A HEAVY LOSER.

Two Chinese were charged with gambling on a steam-launch in the harbour early yesterday morning.

It appears that altogether seven men were arrested by Inspector Grant while they were playing *fan-tan*. Two of the men were charged with keeping a common gaming house, and when taken to the Police Station were granted bail in \$100 each, while the other defendants were allowed bail in \$5 each. With two exceptions the men did not attend Court yesterday, and their bail was estreated.

Inspector Grant stated that he found the stakes amounted to \$37.70. One of the men had over \$150 in his possession.

Mr. Wood ordered Inspector Grant to retain the \$150, and fined the two men who appeared \$3 each.

After the case had been dealt with, Mr. E. Davidson informed the Magistrate that he had been instructed to appear for one of the defendants, who was charged with keeping a common gaming house. His client was only arrested on Monday night and wished to obtain legal advice. He came to his (Mr. Davidson's) office at 9.30 a.m. yesterday. Mr. Davidson admitted that he did not hurry, as he was of the opinion that the Court would not sit before 10 a.m.

Mr. Wood: The Court sits regularly at 9.30 a.m.

Mr. Davidson replied that, as a matter of fact, the solicitors did not attend the Court before 10 a.m.

Mr. Wood repeated his previous statement.

Mr. Davidson said he remembered a case, not in Mr. Wood's Court, which he attended at 9.30 a.m., and had to wait till 10 a.m. before the Court sat. He hoped the case would be re-heard.

Mr. Wood said he did not feel inclined to revoke his decision. He would, however, hear what the defence was going to be.

Mr. Davidson replied that his client admitted gambling, but denied that he was the keeper of the gaming house.

A Chinese detective deposed that he raided the launch by virtue of a warrant, accompanied by two other men. The defendant and six other men were gambling at the time. He remained a few minutes and noticed defendant gathering the stakes whenever a person lost. Witness arrested him and seven other gamblers. Several escaped.

Two other Police witnesses corroborated.

Defendant stated that he visited a friend on the steam-launch and noticed gambling going on. He joined in the game, and was playing till the Police arrived. He did not collect the stakes; that was done by another man. He had on him at the time about \$155, which he was going to use for the purchase of furniture. That money represented his earnings as a seaman.

Another witness stated that he did not notice defendant, as there were over ten persons gambling.

Cross-examined by the Magistrate, witness stated that he was not gambling but only counted the beans, having taken the place of another man who became unwell.

Mr. Wood said he believed defendant was the banker. In view of the fact that defendant's bail had been estreated he would fine him only \$5. The \$155 found on defendant, however, would be confiscated.

## HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending 31st August is as follows:—

|                | Receipts for week. | Aggregate receipts for 20 weeks. |
|----------------|--------------------|----------------------------------|
| This Year..... | \$13,983           | \$477,772                        |
| Last Year..... | 15,358             | 471,308                          |
| Increase.....  | 1,375              | 6,464                            |
| Decrease.....  | 1,369              | —                                |

## GERMAN SOCIALISTS' OUTBURST.

Herr Hofer, Independent Socialist, speaking at the Budget Debate recently, in the Prussian Lower House, according to the *Reinisch-Westfliche Zeitung*, said: "Ten thousand Red Guards have been mercilessly mowed down in Taganrog by German troops, and then you say we are at peace with Russia! I am persuaded that Russia will spring at our throats when the time comes. It is absurd to kill the enemy after he has been blindfolded by poisonous gas." (Here the Vice-President, Dr. Lohmann, reprimanded the speaker.) "The people must overthrow a Government which is incapable of attaining a speedy peace by understanding." (Cheers from the Independent.)

## LANE, CRAWFORD AND COMPANY.

## LADIES' DEPARTMENT.

## SPECIAL CLEARANCE

## SALE

WEDNESDAY, AUGUST 28th, to SEPTEMBER 7th.

## THE WHOLE STOCK

ON VIEW

## REDUCED 25%

AND ALL ODDMENTS AT PRICES TO ENSURE A QUICK CLEARANCE.

## SPECIAL REDUCTIONS

THIS WEEK IN

SHOES, HOSIERY and HATS.

## LANE, CRAWFORD &amp; CO.

## BEFORE

DECIDING UPON ANY ROOF, INVESTIGATE

## CERTAIN-TEED

## ROOFING.

GUARANTEED.

FIRE-RETARDANT

ECONOMICAL

EASY TO LAY

THE MODERN ROOF FOR

MODERN BUILDINGS.

## ANDERSEN, MEYER &amp; CO.,

LIMITED,

Hotel Mansions, Missions Building,

HONGKONG.

CANTON.

## Wm. Powell Ltd

TELEPHONE 346

JUST RECEIVED:

## PRINTED NETS

FOR

DAY AND EVENING GOWNS.

DURABLE AND PRETTY.

## SHING KEE CO.

SODA MERCHANTS,

IMPORTERS AND EXPORTERS

OF

Caustic Soda, Soda Ash, Muriate of Ammonia, Silicate of Soda, Refined Bicarbonate of Soda, Mineral Water, and Soda Crystal, Bleaching Powder, Sulphur Acid, Sulphate of Ammonia, etc., etc.

ALWAYS IN STOCK.

No. 22, DES VEAUX ROAD, WEST, HONGKONG.



## NEW ADVERTISEMENTS

## LOST.

**GREEN TANTAN SILK SHAWL.**  
Rewards.  
Apply—  
Box 2377, Office.  
Care of "Daily Press" Office.  
2377

## TO LET.

**RESIDENCE MOUNTAIN VIEW.**  
PEAK Electric Light, recently  
painted and coloured; fine views.  
Apply—  
"A. Z."  
Care of "Daily Press" Office.  
[2378]

ASSOCIAÇÃO PORTUGUESA DE  
SOCORROS MUTUOS.

## CIRCULAR.

A Submissão da Escola de Portugueses  
previne por este meio os pais de  
familia e outros interessados que a sala de  
portugueses regular pelo Rev. Fr. Benjamin  
José da Silva, reabrirá na proxima segunda-  
feira (dia 9 de corrente) no Club Recreio das  
4 e 5 horas p.m., no Club Lusitano das 6 e 7  
horas p.m. e no Colegio de S. José.  
A matricula será no dia da abertura das  
aulas.

A submissão,  
A. F. B. SILVA NETTO,  
L. M. XAVIER,  
F. H. BOTELHO.  
Hongkong, 4 de Setembro de 1918. [2379]

INDO-CHINA STEAM NAVIGATION  
CO., LTD.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE

## THE Steamship

## "KWAISANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Godown Company, Limited, whence and/or from the Wharves delivery may be obtained.

Goods not cleared by the 10th Sept. at Noon, will be subject to rent.  
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.  
No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & CO., LTD.,  
General Managers.  
Hongkong, 3rd September, 1918. [2380]

## "GLEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

## THE Steamship

## "GLENROY"

having arrived from the above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Godown Company, Limited, whence and/or from the Wharves delivery may be obtained.

Goods not cleared by the 10th Sept. 1918 at 2 p.m. will be subject to rent.  
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 10th Sept. 1918, at 10 a.m. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.  
No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & CO., LTD.,  
Agents.  
Hongkong, 3rd September 1918 [2381]

## THE DIOCESAN BOYS' SCHOOL.

## NEXT TERM begins on MONDAY.

September 9th.

Parents and New Scholars can see the Headmaster on September 7th, from 9 a.m. to 1 p.m.  
Rev. W. T. FEATHERSTONE, M.A. (Oxon.),  
Headmaster. [2373]

## NOTICE.

THE BUSINESS hitherto carried on at Nos. 5 and 6, Beaconsfield Arcade of dealing in Sporting Arms and Ammunition under the style or firm name of WILLIAM SCHMIDT & COMPANY will in future be carried on by the undersigned under the style or firm name of "THE HONGKONG SPORTING ARMS AND AMMUNITION STORE."

HENRIETTA BRANCH,  
Proprietor.  
Hongkong, 31st August, 1918 [2370]

## QUEEN'S COLLEGE.

## FIRST DAY of Term, FRIDAY, Septem-

ber 6th.

Candidates for Admission should attend at 9 a.m. on TUESDAY, September 5th.

Prospectus and other information may be obtained from—

THE HEADMASTER. [2371]

## WANTED.

LADY STENOGRAPHER and TYPIST.

Apply—  
Box 2369,  
Care of "Daily Press" Office  
[2359]

## INTIMATIONS

## THE CHINA-BORNEO CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of THE CHINA-BORNEO COMPANY, LIMITED, will be held at the Office of Messrs. GIBB, LIVINGSTON & CO., (COMPANY, St. George's Building, Victoria, Hongkong, the Registered Office of the above-named Company, on FRIDAY, the 13th day of September, 1918, at 11.30 o'clock in the forenoon, when the subject of Resolutions will be proposed as Extraordinary Resolutions, viz:—

- (1) To consider, and if thought fit, approve the draft new Articles which will be submitted to the Meeting.
- (2) To consider and, if thought fit, to pass an Extraordinary Resolution to the effect:—That the new Articles already approved by this Meeting and for the purpose of identification thereof subscribed by the Chairman thereof, be and the same are hereby approved, and that such Articles be and they are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

Should the above Resolutions be passed by the required majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary Meeting which will be subsequently convened.

A copy of the new Articles referred to may be inspected by any Shareholder of the said Company at the Company's Offices in Hongkong, or at the Office of Messrs. JOHNSON, STOKES & MACRAE (the Company's Solicitors), at Prince's Building, Victoria, aforesaid, on any week-day between the hours of 10 a.m. and 4 p.m.  
Dated this 3rd day of August, 1918.  
GIBB, LIVINGSTON & CO.,  
Agents. [2357]

## NOTICE.

ANY EUROPEAN, Non-Asiatic, citizen desiring to leave the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

Applicants will be required to produce Passports or Identification papers.  
All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916.

Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.  
The Penalty for non-compliance is a fine not exceeding \$50.

## WANTED.

From 1st November.

SMALL FURNISHED BUNGALOW or FLAT at the Peak or on Higher Levels.  
Reply to—  
Box No. 2375,  
Care of "Daily Press" Office.  
[2375]

## WANTED AT THE PEAK.

NURSE for child 3 years old. European preferred.  
Mrs. R. SUTHERLAND,  
129, The Peak. [2324]

## HOUSES TO LET

## TO LET.

TWO OFFICES 2nd Floor St. George's Building.  
Apply to—  
SHEWAN, TOMES & CO. [2374]

## TO LET.

GODOWN, Central District.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. [2361]

## TO LET.

A SHOP in Nathan Road, Kowloon.  
Apply to—  
HUMPHREYS ESTATE & FINANCE Co., Ltd.,  
Alexandra Buildings, 3000

## TO LET.

HOUSES on Shamshu, Canton.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. [23]

## TO LET.

COMMERCIAL and Centrally Situated NEW OFFICES, with lift, in the old Mercantile Bank Buildings, corner of Queen's Road Central and Ice House Street.  
Also in Canton House, No. 21, Shamshu, British Concession.  
For rent and further particulars apply to—  
DAVID HARRISON & Co., Ltd.,  
84, Des Voeux Road. [2317]

## INTIMATION

We have just

received

a fresh

consignment

of

VIROL

A. S. WATSON &  
CO., LTD.,

HONGKONG DISPENSARY.

TEL. 16.

The Daily Press.

HONGKONG, 4TH SEPTEMBER, 1918

## MOTOR BOATS IN CHINA.

For centuries the rivers and canals of China have formed the chief trade routes of the country. Gradually these waterways are being invaded by modern methods of propulsion of vessels, and now there seems good reason to believe that coal will be superseded by oil as a fuel for transport work upon them, or, at least, for feeders to the steam launches and ships. That space is economised and that running costs are reduced by using motor-boats instead of steam launches appears to be an accepted fact. Moreover, motor-boats are said to be cheaper to construct, and certainly they can be built of smaller dimensions than their rivals. It is generally believed by those competent to judge that in the early stages of the industrial development of China, at any rate, the oil-engine is destined to play an important part.

In another column we give some particulars of motor-boats plying on the West River, and we may remind our readers that to-day ocean-going cargo-ships are sometimes propelled by oil-engines. Not long ago one of these vessels was in the harbour. The Kukiang correspondent of the North China Daily News recently announced the arrival of a handsome motor launch on the Poyang Lake. It must be fairly large, for it has three decks. The journey up the river between Nanchang and Kauchow under the old conditions occupied more than one month if the wind were unfavourable; the motor launch reduces it to a matter of hours. Thus we see that, steadily, if slowly, antiquated methods in China are giving way to modern. This most recent example cannot fail to exert a profound influence upon the people in the interior; it will facilitate trade and open up a wide field of industrial enterprise.

The war has taught us that oil is now almost as important as coal for naval warfare, if not for industrial purposes. The two most notable new weapons of this century are the aeroplane and the submarine, and both are made possible only by the use of oil fuel. The discovery and acquisition of the Anglo-Persian oil-field by Mr. Knox D'Arcy and the Government of Great Britain was an example of shrewd, patriotic common-sense; and the development of the Scottish shale industry, by means of which oil is obtained from shale, furnishes further evidence of British enterprise. A great deal of capital was made by the German Press out of the unfortunate humiliation of Roumania, and exaggerated stories were circulated of the vast quantities of oil that would be available for the conquerors. In 1917, however, the United States produced 64.74 per cent. of the world's output of petroleum, and Roumania only 2.68 per cent. During the last two or three decades a great oil industry has grown up around the Caspian Sea, thanks to the initiative of enterprising Britons, but last year the output of petroleum from Russia was only about one-twentieth that of the United States, although it was a little in excess of that of the Dutch East Indies. The British Empire, as a whole, appears to be rather deficient in petroleum wells, but there are indications that considerable developments may be expected. It is no secret that experts have been sent to various parts of the Empire in order to ascertain whether it is possible to initiate or stimulate the working of oil-wells.

Attempts have been made, by entreprising foreigners, from time to time, to develop the oil-fields of China, but the net results so far have not been encouraging. It is difficult to obtain the true history of recent negotiations, but the attitude of Chinese officials has been described as most exasperating. Without doubt there are deposits of oil in China, but it is impossible to predict when they will be worked. It is obvious that a very great impetus would be given to the motor-boat method of transport on the inland waterways if the oil-fields of the country were developed by modern methods under efficient business management.

A kerosene lamp may be found, it is said, in every village in China. That is a tribute to the two great oil companies which operate in the country. They certainly have not waited for the demand to come to them; they have anticipated it. We may be sure that every encouragement is given to the introduction of motor-boats by these practical purveyors of oil fuel from whose efforts great benefits flow, though they do not pose as humanitarians. Man is a beast of burden in China; billions of tons of freight have been carried on the backs and from the shoulders of men, women and children. On the Yangtze gorges, between Ichang and Wan Hsien, several hundred trackers can be seen tied to the long bamboo bawlers. It is as primitive as the methods of three or four thousand years ago. Until recently the pulley was unknown in China, and hands and legs were strained as men toiled up the thirteen stories of the pagodas carrying the coping stone or the curious eaves. The day of labour-saving devices, however, has dawned in China. Every new motor-boat which penetrates inland represents a wedge driven into the cruel and inefficient methods that still survive in this very conservative land.

Major Stephen Mead, R.G.A., who was a Gunnery Instructor in this Command when war broke out, has been awarded the Distinguished Service Order.

Captain C. Scates, R.A.M.C., who was stationed in Hongkong with the Shropshires recently, has been mentioned in a despatch from Sir Douglas Haig.

Major (acting Lieut.-Col.) I. S. Cobbe, R.G.A., at one time with the Hazara Mountain Battery at Kowloon, has been awarded the D.S.O. for distinguished services at Salonika.

Lieut.-Col. E. W. Comyn, R.G.A., who commanded the Hongkong-Singapore Battalion R.G.A. at Kowloon a few years ago, has been awarded the Distinguished Service Order.

Major (acting Lt.-Col.) R. D. Crawford, D.S.O., R.G.A., a well-known and popular officer here just before the outbreak of war, has been promoted Brevet Lieut.-Colonel for distinguished services in connection with military operations in Salonika.

A meeting will take place to-morrow at 3.30 p.m. at the Police Reserve Club for the purpose of considering the administration of the Glendinning Fund. The various Clubs which have assisted in raising the Fund are invited to send one representative each.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks the following donations to the funds of the Hospitals:—Leung Yan Po, \$100; Chan Kang U, \$100; Chan Chik U, \$100; Yuen Hank Kin, \$100; Choa Po Sien, \$100.

The following cases of communicable diseases were reported in the Colony during the week which ended on August 31st:—One case of plague (one death); one case of cerebro-spinal fever (one death); four cases of enteric fever (two deaths); and one case of puerperal fever (one death). One case of bubonic plague (one death) was reported on Monday.

At the Hongkong Magistracy yesterday, several meat-truck drivers were charged with failing to keep to the left side of the road and also with carrying loads over the limit allowed. Mr. Wood imposed fines ranging from \$15 to \$4, thus collecting over \$300 for the Treasury. Inspector Garrod prosecuted in each instance. Nearly all the defendants had been fined previously.

The fourth Gymkhana meeting of the Hongkong Gymkhana Club will be held at Happy Valley on Saturday, September 22nd. There are seven events on the card, namely:—Five furlongs race, handicap; Gymkhana Stakes, one mile; Class A handicap, once round; Ladies' Nomination, bending race in heats; Class B handicap, once round; Distance handicap, about half-a-mile; and One-and-a-quarter mile handicap. Entries close on the 15th inst.

It is stated that the Chinese comprador of a firm in Saigon has committed suicide as a result of the discovery of defalcations on the part of a Chinese employee in the Saigon Customs. The startling fact has been revealed that the Customs has been systematically defrauded in connection with the non-payment of duties on cinnamon bark and cotton. It is also stated that a number of the employees of the Customs in Saigon are under arrest and awaiting trial.

The Peking Leader understands from a reliable source that the Government will enforce very shortly the new rule that all foreigners in China except the Japanese will be required to provide themselves with passports wherever they go. This is to prevent any enemy aliens from evading proper official surveillance. The exception in favour of the Japanese is due to the fact that their physical features are easily distinguishable, whereas it is not so easy to distinguish between enemy subjects and non-enemy European subjects.

## TYPHOON WARNING.

The following telegram has been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

4.15 p.m., Sept. 3rd.

Cyclone or typhoon E. of northern Luzon, more than 300 miles distant, direction unknown.

## A BEGGAR'S HOARD.

## STOLEN BY HIGHWAY ROBBERS.

A beggar, 63 years old, has reported to the Police that at 8.50 p.m. on Sept. 1st, he left a blacksmith's shop at Sham-sui-po, where he was in the habit of taking his meals, and was walking to the Temple, where he slept, when he noticed two men shadowing him. Being suspicious he quickened his pace. Suddenly the men attacked him and threw him to the ground. One of them pressed him down, while the other rifled his pockets and stole a white bag, containing \$180, his savings for several years. The men then disappeared.

## FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

## HUNGHUTZ' OUTRAGE ON KOREAN BORDER.

PEKING, September 2nd.

On Sunday Hunghutes attacked Chianshien on the borders of Korea and set fire to the greater part of the city, the inhabitants of fleeing to Korea for safety. The Magistrate escaped but the Chief of Police and others were taken prisoners. Several Japanese police, also, are missing.

Japanese police are pursuing the bandits.

## ALLIED MINISTERS AND THE SIBERIAN PROBLEM.

The Allied Ministers at Peking, in conference, have agreed that Manchuria is more important than Vladivostok.

## CONTINUED SUCCESS OF THE SOUTH.

Southern successes continue. Fukien and Amoy are now endangered.

[BY COURTESY OF THE CHUNG NGOI SAN PO.]

## POLITICS AT PEKING.

PEKING, September 3rd.

Various Ministers are prepared to resign.

Some of the electors are preparing to elect Tuan Chi-jui President.

It is reported that a vote for the Vice-Presidency cost \$10,000.

Ng Pui-fu, the Northern leader on the Hunan front who demands peace, will be dismissed.

## SUPERINTENDENT OF CUSTOMS IN CANTON.

The Peking Government has appointed Lam Kwan-chang Superintendent of Customs in Canton.

## NEW TRANSPORT METHODS.

## A PIONEER OF THE WEST RIVER.

A correspondent writes:—A few days ago there was a rumour of the building of large motor-boats in Hongkong. This was confirmed, more or less, during a conversation with Mr. Banker, who has initiated and carried on a service of motor-boats on the West River. Since this waterway is the one channel of communication between Hongkong and inland China, there is no need to enlarge upon its importance in connection with British trade.

Mr. Banker has a fleet of some twelve motor-boats at work. All the engines consume crude oil, although originally kerosene was used. Mr. Banker is a firm believer in the crude-oil engine and gives the following very practical reason: His firm had two boats on the same round trip, one using kerosene and the other crude oil. The fuel charges were, respectively, \$800 and \$60. What the cost of running a petrol engine would have been must be left to the imagination. But "joy-riders" and owners of motor-cars in Hongkong may well long for the days when motor-cars will use crude oil as fuel. Mr. Tyler, of Shanghai, and others have made experiments so that kerosene may be used for motor-cars; it is, perhaps, only a stage further to use crude oil.

It is sometimes said that the first motor-boat to appear east of Suez ran on the West River in 1903, but we do not know if it is true. Since that time a number have made a bid for the trade. The Chinese are building crude oil-engines in Canton, but experts say that they are simply copied or enlarged models of European engines.

The competition for the carrying trade is said to be very keen. It must be confessed, however, that when the Chinese in Canton make engines or build boats they do not create confidence in the minds of Europeans. Nor do they run their own lines well. Consequently, Mr. Banker's idea that Chinese competition with motor-boats may render the trade conditions worse in the future than in the past is probably anticipating trouble. Shippers believe in good supervision.

In the old days a great deal of trade came down from Yunnan along the West River, but the French captured it cleverly, by means of their Yunnan railway. Of course, the trade finally comes to Hongkong for shipping purposes. It may in time be again diverted on to the West River.

A few days ago a large motor-boat was launched from a Chinese local shipyard and will be put on to the run from Hongkong to Wuchow. It is about 700 tons, and measures 180 feet long by 32 feet beam. It will be fitted with two powerful crude oil-engines of American make. There is a regular service of boats from Wuchow to Sunchow (95 miles), and from Sunchow to Linchow (180 miles). There are other trips, and on the ordinary runs there is no fear of molestation from pirates. But the River Hung Shui Kiang (Red Water River) is full of pirates, although it should be opened to trade. A motor gunboat, armed with maxims, would probably clear out all these pests.

Motor-boats, properly piloted, can make long trips up the West River and its tributaries. That is a significant fact capable of many deductions.



# THE WAR.

## THE DROCOURT-QUEANT "SWITCH" LINE PIERCED:

### EVACUATION OF LENS POSSIBLE.

### M. LENIN REPORTED DEAD.

## SPAIN SIEZES A GERMAN SHIP AS COMPENSATION.

### FRANCO-BELGIAN FRONT.

#### LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

### BRITISH FRONT.

### DROCOURT-QUEANT "SWITCH" LINE BROKEN.

LONDON, September 2nd, 2 p.m.

Reuter's Service has been informed that the Canadians attacked this morning astride the Arras-Cambrai road on a front of five miles and have broken through the Drocourt-Queant "switch" line on a front of two miles.

Our troops are reported to be in Duoy, also on the western edge of Cagnicourt.

Considerable heavy fighting is occurring on the high ground between Duoy and Eading.

A large number of prisoners has been taken.

### BRITISH NEARING LE TRANSLOY.

The Germans are evidently determined to put up a hard fight for the Hindenburg "switch" line. They have thrown in seven divisions on a five mile front this morning. Apparently this morning's attack was extended towards the south, where we captured Nœuville, also Villers-Audart, involving the outflanking on both sides, of Le Transloy, which is regarded as practically in our hands.

### CAPTURE OF NEUVE EGLISE.

LONDON, September 2nd, 1.20 p.m.

Sir Douglas Haig states: The Welsh and East County troops on Sunday evening captured Sully-Sailliel and Sailliel after heavy fighting.

The British troops have drawn nearer to Le Transloy and Nœuville, where they took a number of prisoners.

The English and Scottish troops at night captured Rencourt, Lez-Cagnicourt and some positions on the south, taking hundreds of prisoners.

In the sector south of the Scarpe the Canadians and English attacked at five in the morning, and are reported to be making good progress.

In the Lys sector we reached the Lys River, east of Estaires, and captured Neuve Eglise.

### THE BRITISH LINES.

LONDON, September 1st, 8.30 p.m.

Reuter learns that the British line today runs along the following, which are all in our possession:—Zillebeke, Voormezele, Vierstraat, Lindenhoek, La Creche and Doullieu to the western edge of La Gorgue; Ansburb (?) Estaires, Bourg-Delville and La Couture, to the north of Festubert.

Fires were observed towards the east of this line and in Armentieres; hence it is confidently anticipated that there will be further withdrawals.

There is a similar possibility that Lens will be evacuated.

South of the Scarpe the line runs from the outskirts of Hamblain, through Entepigny, Hendecourt, Ecoust St. Mein, Vaulx Vrancourt, Fiemicourt, Beaulcourt, the outskirts of Le Transloy, Morval and Combles Station, thence by Bouchavesnes, Peronne, Mont St. Quentin, and thence following the Somme towards the south.

### EARLIER CABLES.

### AUSTRALIANS CAPTURE PERONNE.

LONDON, September 2nd, 12.15 a.m.

Field-Marshal Sir Douglas Haig reports:—The Australians captured Peronne.

After beating off enemy counter-attacks at Mont. St. Quentin last evening the Australians, at 3.30 this morning, renewed their advance in conjunction with the English troops on their left.

The Australians soon stormed the German positions to the west and north of Peronne, and pressed on, while fierce fighting continued among the ruined streets and buildings, and they carried the eastern suburbs.

### TWO THOUSAND PRISONERS.

The Australians hold Peronne, Flami-court and St. Denis, and have made progress on the spurs to the east and north-east of Mont. St. Quentin.

On the Australians' left the London troops attacked to the south-east of Combles and took Bouchavesnes and Rancourt, with the high ground overlooking them, and reached the western outskirts of St. Pierre-Vaast Wood.

The English and Australian troops overcame stiff opposition, captured 2,000 prisoners and took a few guns.

Successful minor operations. We carried out successful minor operations at a number of points south of the Arras-Cambrai road.

We have driven the enemy out of the high ground at Morval and captured Beaulcourt and the ridge east of Bancourt and Fiemicourt.

We are pressing the enemy hard in Le Transloy, and have completed the capture of Bullecourt and Hendecourt-lez-Cagnicourt, taking hundreds of prisoners in these operations.

The Canadians repulsed a counter-attack against the new positions gained this morning north of Hendecourt.

Our progress was continued in the Lens and Lys sectors.

We reached Doullieu, Le Verrier and Steenwerk, and are engaging the enemy at Neuve Eglise and Wulverghien.

### CAPTURES IN AUGUST.

During August we captured 57,318 prisoners, of whom 1,283 are officers, and we took 657 guns, including 150 heavy guns, 7,710 machine-guns and 1,000 trench-mortars.

Other captures included three trains, nine locomotives, numerous complete ammunition and engineer dumps containing many hundred thousand rounds of gun and small-arms ammunition, and immense quantities of other war material.

### AERIAL ACTIVITIES.

We destroyed six hostile machines yesterday and drove down three uncontrollable. Seven British machines are missing.

Our aeroplanes dropped 123 tons of bombs during the day-time. Flying at night was impossible.

### IMPORTANT BRITISH CAPTURES.

LONDON, September 2nd, 12.50 p.m.

Field-Marshal Sir Douglas Haig announces the capture of Sully-Sailliel, Sailliel, Rencourt-lez-Cagnicourt and Neuve Eglise.

The Canadian and English troops are progressing with a fresh attack this morning south of the Scarpe.

### AUSTRALIANS REPULSE TEN COUNTER-ATTACKS.

LONDON, September 2nd.

Reuter's Correspondent at British Headquarters states:—The Australians repulsed ten counter-attacks at Mont St. Quentin, around which lie a large proportion of German dead.

It is interesting to note that the Americans are now in Flanders, where they made and maintained gains in the neighbourhood of Voormezele.

The weather is wet and cheerless, but the condition of the ground is not bad.

A captured order shows that General Ludendorff admits that the British batteries knocked out 13 per cent. of the German artillery in one month alone.

### COCKNEY SOLDIER SECOND TO NONE.

LONDON, September 2nd, 12.15 a.m.

Reuter's Correspondent at British Headquarters, telegraphing on Sunday evening, says:—Yesterday saw fighting in front of the British Armies from north of Voormezele to south of Peronne, and on both flanks our troops advanced victoriously. In the centre they bitterly contested the vast meshwork of defences guarding the Drocourt line.

The battle round Bullecourt, although resulting in very slight territorial changes, has been particularly bitter. Early yesterday morning the attack here was resumed, and the formidable "Station Redoubt," which previously had been taken and lost, was recaptured, and the London troops advancing on a front of 2,500 yards. Supported by tanks, once more they brilliantly emphasised the long accepted truth that as a soldier the Cockney is second to none in the world.

### SHORTAGE OF GERMAN RESERVES.

The Germans clearly anticipated the attack, for at dawn they opened a very heavy barrage of considerable depth. On the right another British Division was fighting its way valiantly through the honeycombed defences of Ecoust and Longatte.

Long after the assaulting waves had gained the objectives, the mopping-up parties would unearth machine-gun burrows containing many dismounted troops of the Fifteenth Dragoons, which were hurriedly thrown in to replace the infantry. This is an indication of the serious shortage of the German reserves.

### SPLENDID STORY OF AUSTRALIAN SUCCESS.

The story of the Australian success around Peronne is a splendid one.

Between August 29th and 31st the troops covered seven-and-a-half miles on a front of three miles. The frontal crossing of the river was abandoned owing to the strength of the enemy and the marshy ground. The Germans fully expected an attack upon Peronne from the river, and all their dispositions were made in view of a frontal resistance. A cleverly executed turning movement completely surprised the Germans and threw them into such confusion that at one point 300 attackers were made prisoner out of 650.

Our casualties were amazingly small, working out at one-tenth the number captured. The policy of these incomparable fighters is to let the Boche dig trenches and give them every opportunity for doing so, then go and take them in order to secure cover for themselves.

### SULKY GERMAN OFFICERS.

The German officers captured at Mont St. Quentin were most sulky and complained of the want of the Australians' sportsmanship in creeping around their flanks.

The troops in the northern sectors are progressing rapidly, and the situation in Flanders is absolutely kaleidoscopic. The rearward movement of the Germans continued on Sunday, closely followed by our harassing aeroplanes and infantry.

Home letters found upon prisoners speak of the increasing war weariness, drafts composed of former prisoners of war in Russia, and complain bitterly of their transfer to the Western Front, and regret at leaving Russia.

### AMERICANS CARRY VOORMEZELE.

LONDON, September 2nd, 4.00 a.m.

Reuter's Correspondent at British Headquarters states that the American infantry now operating in conjunction with the British troops in Flanders carried Voormezele and several strong positions between there and Ypres.

### BATTLE SITUATION.

PARIS, September 1st.

A semi-official report states:—The battle continues desperately, especially between the Scarpe and Bapaume and between Noyon and Soissons.

It is no longer a question of rear-guard actions on the part of the enemy to delay our advance. A great battle is being fought with large quantities of artillery and effectives, which are unceasingly renewed.

### GERMAN REPORT.

LONDON, September 2nd, 6.10 p.m.

A wireless German official report states:—The enemy north of Hendecourt, after gaining ground in the direction of Lagnicourt, was driven back to Hendecourt.

We repulsed an attack south-east of Bapaume, which was mainly directed against Villers au Enlous.

We pulled up the enemy on one line between Sully and St. Pierre-Vaast Wood, and east of Bouchavesnes and Mont St. Quentin.

The enemy occupied Peronne.

### LATEST CABLES.

### FRENCH FRONT.

### FRESH PROGRESS IN AILETTE REGION.

LONDON, September 2nd.

A French communiqué says:—In the region of the Canal du Nord there was violent artillery fighting.

We repulsed two enemy counter-attacks on the village of Campagne and maintained our positions.

In the region of the Ailette we made fresh progress in a wood west of Coucy-le-Chateau and east of Pont St. Mard, taking 100 prisoners.

### CAPTURE OF ROYE LE PETIT.

LONDON, September 2nd.

Reuter learns that the French First Army has captured Roye-le-Petit.

North of Noyon they captured Campagne and reached the southern edge of Gebyry.

General Mangin has reached the western edges of Crecy-Lamont, Terny, Leury and Crouy, despite very heavily fighting.

Well over 2,000 prisoners were taken in the past 24 hours.

The enemy now has 126 Divisions on the West. He has been compelled to break up eight to form drafts which the enemy is endeavouring to make up with at least two Austrian Divisions, probably more, and a large amount of Austrian artillery.

In the present battle, north and south, the enemy employed 21 Divisions, of which he changed 17 times.

The enemy has also made several changes in his High Command. His manpower situation is not good at present.

### GERMAN RESERVES' LONG MARCH.

LONDON, September 2nd, 10.25 a.m.

Reuter's Correspondent at American Headquarters, telegraphing yesterday evening, states:—The enemy's measures to hold Juvigny plateau prove how seriously he must regard its loss. Three divisions were hurried up to reinforce the Germans, one of which started from Metz at dawn on August 31st and marched the whole 140 miles without a break. The distance covered and the manner of conveyance of this Division is most significant.

Yesterday only six officers were captured to 500 of other ranks. The officers appear rare in these divisions, and prisoners do not express a high opinion of their value.

Juvigny plateau is now ours for all tactical purposes.

### EARLIER CABLES.

### FRENCH CAPTURE CRECY AU MONT.

A communiqué states:—There is artillery activity in the region of the Somme and the Canal du Nord.

We gained a footing in the woods west of Conchy-le-Chateau.

We captured Crecy au Mont at daylight.

Our bombers, flying at a low altitude, dropped 23 tons of bombs upon enemy concentrations and convoys. Our aviators used several tens of thousands of cartridges against the Germans.

### FRENCH CAPTURES.

PARIS, September 2nd, 12.40 p.m.

An official report states:—Since July 18th the French have captured 75,000 prisoners and 700 guns.

### FRENCH WITHIN A MILE OF NESLE.

LONDON, September 2nd, 4.00 a.m.

Reuter's Correspondent at French Headquarters states that General Debeney crossed the canal near Quignery, a mile to the east of Nesle, and is advancing towards Hill 77, a domination barring our advance in this region.

Our advanced posts are within a mile of Conchy-le-Chateau.

### GERMAN BATTALIONS REDUCED.

LONDON, September 1st, 10.35 p.m.

Reuter's Correspondent at French Headquarters states:—Captured documents show that the German High Command on July 1st, owing to casualties incurred in the March and May offensives, reduced the battalion strength to 850, but before the end of July General Ludendorff wanted a further reduction to 650 or, alternatively, making the battalions three instead of four companies.

All the prisoners speak with evident sincerity of the terrible losses sustained by their units, especially in the recent battles.

### "MOUNTS" DAY.

PARIS, September 1st.

A Havas message says:—Yesterday was "Mounts' Day." The British re-occupied Mount Kemmel on the Franco-Belgian frontier and captured Mount St. Quentin, thus encircling Peronne. The French strengthened their new positions north of Noyon and at Mount St. Simeon, and, owing to the capture of Crouy, are established strongly on the top of Hill 132.

There was fierce fighting, especially in the region of Noyon and Coucy, where General Humbert and General Mangin widened their bridgeheads on the Canal du Nord and the Ailette, and also north-east of Soissons, where the Germans endeavoured to prevent the success of the Franco-Americans to the plateau. Whole German divisions brought back to the line were decimated and were powerless to check the Allies' advance.

### Aerial Activities.

### EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

### ITALIANS BOMB POLA ARSENAL.

### EARLIER CABLES.

LONDON, September 1st.

An Italian Naval communiqué states:—A squadron of seaplanes dropped 25 tons of explosives on the arsenal at Pola, causing very serious explosions and fires. It is believed that the depots containing naphtha for submarines was damaged.

British machines bombed camps and magazines at San Giovanni-di-Midua and Ragusa, greatly damaging a station, the railway and a bridge.

Since August 25th large squadrons of seaplanes uninterruptedly attacked Durazzo and dropped 33 tons of explosives, causing fires in magazines and military works, and near the quarters of the Austrian Command.

### SEAPLANES BOMB ADRIATIC COAST.

ROME, September 2nd.

During the week British and Italian seaplanes have bombed the arsenal at Pola, dropping 25 tons of explosives. Important fires were observed. Submarine naphtha depots were damaged. San Giovanni-di-Midua and Raguzina were twice bombed. Great damage was done to the railway station and line and the bridge.

Durazzo was attacked daily by large squadrons. Two steamers were directly hit, one of them being set on fire. Others were damaged, also the quays. All raids took place in daylight and only one machine is missing.

### Naval Activities.

### EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

### SPAIN CONFISCATES GERMAN STEAMER.

PARIS, September 2nd.

A message from Madrid states that the Spanish Government has confiscated a German steamer as compensation for the loss of the *Stamenda*.

### Gazette.

### LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

### CHINESE MINISTER OF EDUCATION ASSASSINATED.

VICTORIA, BRITISH COLUMBIA, September 2nd.

Tang Hau Lung, the Chinese Minister of Education, was assassinated by a Chinese barber, who afterwards committed suicide.

### GERMANS IN RHINE-LAND WHINING.

GENEVA, September 2nd.

A meeting of the representatives of eleven Rhine Towns at Saarbrücken has appealed to the Government to reach an agreement with the Allies for the cessation of air raids. Meanwhile the insurance rates in Rhine-land are soaring.

### TRADE UNION CONGRESS IN LONDON.

LONDON, September 2nd.

The opening meeting of the Trade Union Congress on Sunday was attended by thousands. Lord Derby presided. A resolution was passed unanimously congratulating the Allied armies and navies on the recent magnificent victories, and opposing any terms of peace until the Hohenzollerns and Hapsburgs are overthrown and the brutal militarism of the Central Powers completely crushed. The resolution also pledged all support to the Allies until the liberty of the people is fully secured.

Mr. Will Thorne, M.P., declared that he was convinced that 90 per cent. of the people would never consent to peace until the German military machine is smashed.

### RUSSIAN AFFAIRS.

### FIVE THOUSAND DEATH SENTENCES.

LONDON, September 2nd.

A Moscow telegram, via Berlin, states that 5,000 Social Revolutionaries have been sentenced to death.

### EARLIER CABLES.

### M. LENIN'S CONDITION SATISFACTORY.

LONDON, September 2nd.

A Russian statement issued on Saturday evening says:—M. Lenin's general condition is satisfactory. There are no complications.

### DEATH OF LENIN.

COPENHAGEN, September 1st.

A message from Petrograd states that Lenin has succumbed to his wounds.

### THE SILVER MARKET.

LONDON, August 30th.

The silver market is quiet.

### "VULGAR" IDEALS OF LABOUR.

### EVERYONE TRYING TO CLIMB ON TOP.

The Rev. P. E. T. Widdington, the Socialist vicar of St. Peter's, Coventry, who has been presented by the Countess of Warwick to the living of Great Easton, Dunmow, made an attack on the ideals of the Labour movement in a farewell speech recently, when an address and purse of notes were given to him by the organised workers of the city. He said:—

"What is the matter with our movement, and what is going to be its downfall, is the shut mind. It has given up thinking, and when I am asked to be glad that 301 worthy gentlemen are going to be put forward for Parliament, showing an immense advance of the Labour movement, I simply cough. It represents nothing of the kind. It may represent a period of the most awful sterility that has ever passed over the democratic movement."

"What are they going to represent when they get to Parliament? What do they think about, and what is their outlook on life? The tragedy of the Labour movement in England is this: it has never had an ideology of its own. It has never borrowed the left-off ideals of another class. It has a vulgar ideal."

"There is only one ideal in England to-day among our people, and it is a rotten ideal. It is the ideal of the vulgar rich. We see in the clothes people are wearing—the guys they are making of themselves. They want to be on top. The reason we do not abolish the ideal of the vulgar rich is that we are all at heart vulgar rich."

"I would not raise a finger to help to put one class on top of another if that class is not going to make life more sweet and make men value the real wealth of life, the glorious things that God showers upon us. The riches we want to bring them are the joys of the simple things of life."

"The pathos of the industrial situation is that our people want cheap and nasty things. Their pleasures are vulgar. If you have liberty, equality, and fraternity, what are they if you neglect dignity? No reconstruction, no revolution, is any good that does not make a revolution of the mind."



## SHEWAN, TOMES &amp; Co.

## MOTOR DEPARTMENT.

Tel. 781.

## WORKS AND GARAGE,

No. 7, Russell Street, Wanchai.

Tel. 659.

All Classes of Repairs to Motor Cars carried out under expert European Supervision. Cars taken on Monthly terms including Storage, Cleaning, Repairs, Insurance, etc.



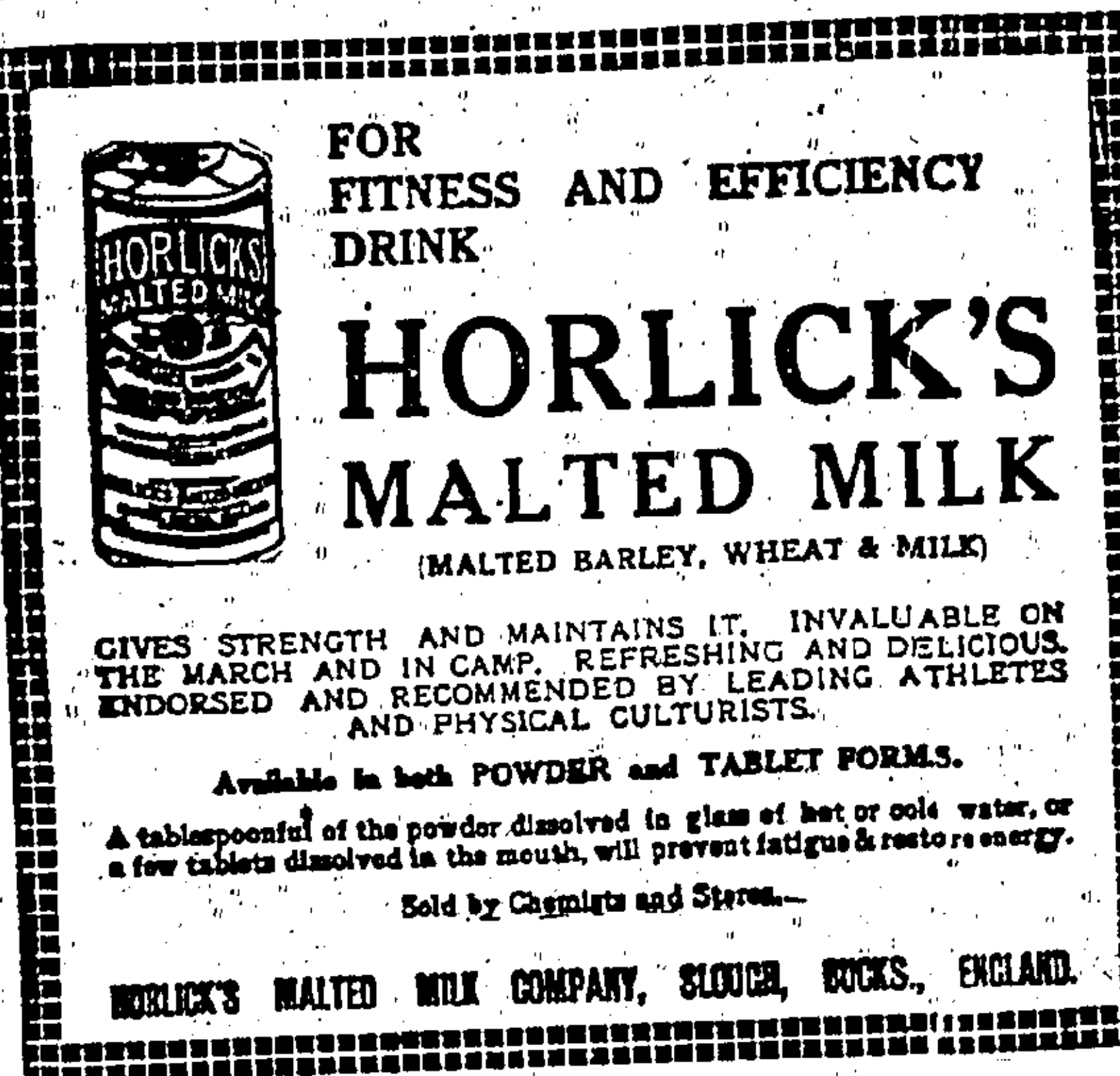
**Sal Hepatica**  
Effervescent Saline Combination

A Safe Hepatic Stimulant and True Laxative.

ITS daily use removes that lazy, sluggish feeling safely and effectively.

To sensibly aid digestion—to harmlessly overcome constipation, make the use of this mild effervescent saline laxative a daily habit.

It is Pleasant to Take—It is Effective



**HORLICK'S**  
MALTED MILK

(MALTED BARLEY, WHEAT & MILK)

GIVES STRENGTH AND MAINTAINS IT. INVALUABLE ON THE MARCH AND IN CAMP. REFRESHING AND DELICIOUS. ENDORSED AND RECOMMENDED BY LEADING ATHLETES AND PHYSICAL CULTURISTS.

Available in both POWDER and TABLET FORMS.

A tablespoonful of the powder dissolved in glass of hot or cold water, or a few tablets dissolved in the mouth, will prevent fatigue & restore energy.

Sold by Chemists and Grocers.

HORLICK'S MALTED MILK COMPANY, SLOUGH, DOCKS, ENGLAND.



**APIOLINE**  
(CHAPOTEAUT)

LADIES

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansy, steel Drops and Purgative.

CHAPOTEAUT, 8, rue Vivienne, Paris.

Seedtape your Gardens and watch it grow.

**GRACA & CO.**

Dealers in FLOWER and VEGETABLE SEEDS, POSTAGE STAMPS, Etc.

No. 10, WYNDHAM STREET, HONGKONG.

**SAVARESSE'S**  
SANTAL  
CAPSULES

Physicians' Recommended Treatment of all Cases of Malaria.

NOVEL WAR DEVICES.  
SOME REJECTED INVENTIONS.

The Inventions Department of the Ministry of Munitions receive almost every day ideas of the most novel kind. All are carefully considered. Some are useful, but almost nine-tenths are wholly impracticable. In an article on the subject, published in the current number of the *Ministry of Munitions Journal*, it is said that the following extraordinary suggestions for dealing with hostile aircraft have been received:

The clouds are to be frozen artificially and guns mounted on them; heavy guns are to be suspended from captive balloons; the moon is to be covered with a big black balloon; aeroplanes are to be armed with scissors or scythes, like Bonaparte's chariot, or to trail bombs behind them on a long cord; heat rays are to be projected for the purpose of setting Zeppelins on fire; electric waves to paralyse the magnetos. One of the most popular suggestions of all is to attach a searchlight to an anti-aircraft gun, get the light on the object, and shoot along the beam; but, unfortunately, the path of a shell is quite different from that of a ray of light. Most elaborate "decoy" schemes are sometimes worked out for the confusion of the enemy, comprising in at least one case sham factories with chimneys and hoovers complete. To prevent the polished lines of a railway showing at night, the last carriage of the last train, according to another correspondent, was to camouflage them by dribbling blacking as it went along.

Other proposals were:—  
A balloon carrying magnets hung on strings to attract the rifles of men's hands.

A shell to contain fleas or other vermin inoculated with disease.  
A shell with a man inside it to steer it to the target.

The squirting of cement over soldiers so as to petrify them.  
The sending of snakes into enemy trenches by pneumatic propulsion.  
The throwing of live-wire cables carrying a high voltage among advancing bodies of infantry by means of rockets. Germany should be attacked in one case by making a "tube" all the way, and in another by employing trained corn-rats to fly to Essen and pick out the mortar from Krupp's chimneys.

## AN OFFENSIVE LAWN-MOWER.

One Correspondent sent quite a number of original methods of repelling attacks, including large clipper-shaped devices which could be closed on anyone intruding between the legs; a series of nets spread in front of our lines which could be drawn so as to enmesh the Germans, and a machine of the nature of a lawn-mower as large as a tank to make mincemeat of them.

The purpose of the article in the *Journal* is to warn off inventors of this sort, and frequently they are generally argued with.

One gentleman had a powder, the composition of which he declined to disclose, which on being mixed with water turned it into motor spirit. At least, so he said. Another proposed base was the grease skimmer off soap. Various constituents which have been proposed of account of their cheapness would no doubt be more or less efficient, but the enthusiastic promoters overlook the fact that if they once came into use to any extent the advantages would disappear, as the price would at once soar upwards.

## TO OBSCURE THE MOON.

In this process of argument some interesting scientific information is given, as, for instance:—

Suggestions are also frequently received in connection with coloured searchlights. But colour cannot be imparted to a beam, as by passing it through a colour screen, without reducing its intrinsic brilliancy. Colour is, in fact, obtained by a process of subtraction from the total light. At great distances all the brilliancy possible is required for effectiveness, so that coloured beams are of no value for general purposes. Flame lamps for searchlights give coloured light, generally slightly yellow, but this source of light is too large for the efficient optical projection of a parallel beam, and a parallel beam, or one nearly approaching parallelism, is essential in order to reach the great distances involved. The most remarkable proposition of all in connection with searchlights is perhaps that of a "black beam," whatever that may mean, for obscuring the moon!

Another favourite subject with inventors is the "relay shell"—a shell acting as a small gun discharged in mid-air and expelling a smaller inner shell, the object being to obtain an increased range, which has been supposed by some to be the principle of the long-range gun with which the Germans have bombarded Paris. As to that the article says:—

The objections to this idea are twofold. First, it appears from elementary dynamical considerations that the energy of the relay propellant charge would be shared between the outer and inner shell in the inverse ratio of their masses, so that unless the inner shell were unduly small, a very large proportion of the propellant charge would be wasted. Secondly, a shell in flight does not point directly along its trajectory, but makes an uncertain angle with it, especially near the highest point, where the inner shell would be discharged, so that accuracy of aim would be impossible. Generally speaking, it may be said that any scheme which seriously reduces the bursting charge of a shell must offer some very remarkable advantages before it can be considered promising.

Many of the inventors are absolutely ignorant of argument or explanation, and are always dissatisfied with the treatment they receive. In this respect they contrast unfavourably with a foreigner who submitted an engine which would not work, and who wound up the correspondence with thanks and the admission that he was "completely cured" of his idea.

MUNITION MIRACLES.  
LANCASHIRE IN HARNESS.

[FROM "THE DAILY TELEGRAPH'S" SPECIAL CORRESPONDENT.]

The age of miracles is not past. In the manufacture of munitions Lancashire is achieving what was deemed to be impossible. This, perhaps, is in accordance with tradition. The world is familiar with the glorious deeds of the Lancashire "Pals," but, so far, secrecy has shrouded the spirit that has converted industries connected with textiles into munition works. Now it is possible to lift the veil, the Ministry of Munitions having permitted representatives of the Allied and British Press to visit a number of factories within the north-west area. Rules of censorship have still to be observed, but an impression may be conveyed of the amazing transformation that has been effected in Lancashire and adjoining counties. A national emergency has been an inspiration to employers as well as to workpeople, and Lancashire is demonstrating that the British manufacturer, aided by labour unfettered and well paid, is unsurpassed for imagination, ingenuity, and enterprise. The demonstration is associated with great sacrifice; but how much greater would have been the sacrifice if Mr. Lloyd George had been unable to stimulate latent forces in Lancashire by his appeal for shells!

Included within the north-west area are the vast armament institutions of Vickers, Ltd., Sir W. G. Armstrong, Whitworth & Co., Ltd., and Cammell, Laird & Co., Ltd., whose resources, due largely to private enterprise in pre-war days, are now of vital importance to the nation. But the miracle in the production of munitions is associated with the creation of new sources of supplies. Manufacturers and engineers in and around Manchester conceived ideas which certain experts considered visionary. But a Lancashire idea is not easily extinguished. Mr. Lloyd George appealed for an immediate output of shells. The manufacturers pleaded for freedom of action; in other words, to be allowed to tap their resources according to their own plans. They had to decide whether it was wiser to establish national factories with special plant for the manufacture of shells, or to adapt the existing resources, which, while perhaps not being so efficient, would give immediate deliveries. It was decided to commence at once on existing machinery. The greatest local engineering industry is that of the textile machinists. In some quarters it appeared that the equipment of this branch was totally unsuitable for munitions production, but ingenuity and perseverance have resulted in the textile machinists becoming the largest shell producers in the area.

## RESULTS OF CO-OPERATION.

Left largely to themselves, manufacturers have co-operated with splendid results. Rival firms have allowed competitors to study their methods, and the co-ordination of effort and the free exchange of ideas have introduced an entirely new spirit in manufacturing circles. An element of conservatism and trade jealousies have disappeared, and in the phrase of an American, "Lancashire is delivering the goods." National shell or projectile factories have been organised and equipped within the area. The lathes and machinery with which these factories have been equipped have been largely obtained free of charge from repair shops of cotton mills and weaving sheds, and in the majority of cases the premises in which the factories are established have been lent free of rent by Corporation departments. It is possible to see shells produced in the same building that provides accommodation for tramway cars, and lathes sixty and seventy years old are being used in an old mill for shell production with excellent results. Lancashire has harnessed itself for war in a manner that produces amazement and admiration. The success that has been achieved is attributed to a policy of decentralisation. Control from Whitehall is not always popular. Practice in the North is sometimes misunderstood in the South. Fortunately, the Ministry of Munitions is represented by a department in Manchester that has sought to understand local methods and to bridge the gulf that might have separated Whitehall from the Lancashire area and surrounding districts, and the assistance rendered by this local office is readily acknowledged by manufacturers. Consequently, the value of decentralisation is an oft-repeated theme in discussions of industrial policy.

An American visitor, after inspecting workshops in the north-west area, confessed that the hustle which he had regarded as the monopoly of the United States must be a product of Lancashire. The confession was not surprising. But apart from the enterprise that the manufacturers have displayed, and the speed with which war work is being executed, it is impossible not to be impressed by the inventive power which is finding expression in new processes and enabling the unskilled worker, with the aid of new machines, to achieve results that were formerly only within the scope of the skilled mechanic. Another feature of war work that strikes an observer is the high finish given to every article. Tests and severe examination is strict, and the results reflect the highest credit upon the men and women alike. As in other parts of the country, women and girls are playing a great part in munition work. Dilution has meant not only the introduction of female labour, but new methods of manufacture, the up-grading of semi-skilled and unskilled male labour, and in the north-west area, besides as-

isting in a huge increased output, dilution has been the means of supplying 10,000 highly-skilled men to other parts of the country.

Since the day that firms responded to Mr. Lloyd George's appeal for shells the operations of engineering shops have responded, and now include the production of many other instruments of warfare. It is instructive to observe the way in which engineering firms of small and medium size have adjusted their departments for the production of war materials. For instance, a firm which previous to the war were manufacturers of pulp and paper-making machines and machinery for textile goods for many parts of the world are now providing shells, shell-turning lathes, shipyard machinery, gears for anti-aircraft guns, and machines for making potato-flour and other materials. In the same locality may be found a firm which formerly confined its efforts to the manufacture of high-class machines for the manufacture of paper, now achieving great success in the production of the heavy type of machine tools, as well as large castings for the Admiralty. There is a remarkable variety in the output of munitions, indicating a capacity on the part of a firm, as well as of their staff, never before dreamt of. For example, a company which at the beginning of the war were makers of large engines undertook the manufacture of spherical submarine mines. Later they produced shells of different types, and at the same time devoted attention to the important work of making a new type of recuperator, which is producing a vast improvement in a certain type of field guns. The Ministry of Munitions came to the conclusion that they would be far better employed on the manufacture of recuperators than on shells, which they were then producing, and the firm that was formerly engaged on large motive-power units is now performing a national service in contributing to the improvement of guns, and at the same time turning out large quantities of other munitions of war. Many examples of this character could be quoted. The war is revealing the real engineering and manufacturing capacity of the country.

## EXPANSION OF VICKERS, LIMITED.

A reference to field guns suggests at once the great armament firm of Vickers Limited. The branch of their works at Barrow, in the north-west area, is an industrial wonder, and a national asset the value of which can only be appreciated by a close inspection. On arrival the interesting piece of information was imparted that the route to be traversed would be almost ten miles long.

Vickers, Limited, are counted among the most versatile engineering firms of the world. They can produce a battleship complete, and in the days of peace their efforts were far from being confined to armaments. It is impossible to describe in detail all that is occurring at Barrow, but with employed men and women, concentrating their efforts in meeting the requirements of war time, it can be imagined that the American visitor who ventured the opinion that there was "something doing" was quite correct. One of the most stimulating departments is that devoted to shipbuilding. War-time activity prevails, and the noise of hammering and the quick, staccato sounds of the pneumatic riveter are as acceptable to the ear as music. Everybody is busy. The firm is equipped for the production of battleships, cruisers, cargo vessels, passenger liners, submarines, floating docks, and other craft. Large totals show their activity in shell production, and in interesting example of the way in which female labour is utilised is afforded by young women controlling moving cranes which move maximum weights in the minimum of time. The submarine dock provides another interesting scene. The pioneer work of Vickers, Limited, in the construction of submarines is well known. Whether it be the submarine shop, the smithy, the shell shops, or marine engine shops, the story is the same—war pressure is supplying the keynote for activity, and after visiting the ship shed a feeling of gratitude arises for the existence of an institution like that of Vickers, Limited. There are other great munition resources in the north-west area, but sufficient has been written for one article to indicate the way in which Lancashire has harnessed itself to the chariot of war.

## RATION "DUMPS."

## FORAGING UNDER NOVEL CONDITIONS.

"Everything is 'rations' in the Army. There are ration boots, ration fuel, and ration socks. I have even known a particularly cheeky subaltern plead with the quartermaster for a ration revolver. Needless to say, there was nothing doing. The ordinary canteen variety of rations are issued to units by the A.S.C. Company quartermaster-sergeants, commonly known as "quarterblokes," make out an indent for their requirements and send them on to the divisional supply officer. You never get your rations sent to you—unless you know a particularly obliging youth who is new to his duties. Out in France rations are "dumped." Battalions sent supplies, and was betide the draw their supplies, which arrives late. When a unit is on the march the task of supplying it with food becomes a little more complicated. Commanding officers are notified of a supply point at which the A.S.C. wagons will meet those of the different units. Sometimes the A.S.C. is late; topography is not a strong point of the average driver in the Service Corps. However, you usually get your rations, even if they arrive at twelve o'clock at night.

(Continued at foot of next Column.)



**R.M.**  
THE  
**BRANDY!**

For Connoisseurs.

We have just received a large consignment of

**REMY MARTIN & Co.'s**  
BRANDY from COGNAC

This firm was established in 1734 and have made and bottled the best Brandy ever since. Guaranteed of best Champagne.

**THORESEN & CO.**

SOLE AGENTS.

Phone 450 Liquor Dept.

for a bottle or case.

Sales Agents:  
**MANNERS & BACKHOUSE**  
Canton.

## "ASAHI BEER."



SOLE AGENTS:

MITSU BUSSAN KAISHA.

Tel. No. 230 or 155.

There are various ways of drawing your supplies once the wagons have turned up. One method which I found very successful for a time—was to pick the likeliest looking wagon, unlade it, and disappear with my men like lightning. However, the brigadier ultimately objected; somebody took some choice hams specially ordered for him.

My most successful foraging party was the evening I took forty men to draw rations for 350. No officer in sight, so I began to unload a well-filled wagon which contained sides of bacon. I don't know to this day to whom they belonged. Just before the operation was completed up rode the supply officer. "Who the blank blank blank told you to touch those rations?" he bawled. My party was just moving off, laden full. "Aren't they ours, sir?" I innocently asked. I could see my men disappearing into the darkness.

Just then a staff officer galloped up looking for somebody to "strag." "Where the deuce are the rations for the Umpteenth Sussex?" he shouted to the flustered supply officer. Apparently the latter did not know, for he went down the road with the brass hat, and I discreetly disappeared the other way.—Ez.



# THEIR MAJESTIES' SILVER WEDDING.

## THE KING'S SPEECH.

UNITED WITH THE EMPIRE.

London's celebration of the twenty-fifth anniversary of the marriage of the King and Queen was none the less expressive of warm-hearted love (says *The Daily Telegraph*) because the circumstances of the times made for a greater simplicity than would have marked the occasion in days of peace. Their Majesties' drive from Buckingham Palace to St. Paul's was a triumphal progress, made to the continuous accompaniment of enthusiastic cheers. The thanksgiving service at the cathedral, attended by a gathering representative of every interest in the Empire, was marked by a solemn stateliness which was most impressive. And at Guildhall the City Fathers, acting, as so often before, as the spokesmen for the nation, presented to the King and Queen an address of congratulation, a cheque for £20,000 for their distribution among charities, and, as a personal expression of loyal and dutiful regard, a silver tankard which was given by Charles II. to a citizen in 1675 "for faithful services rendered," and which now bears the inscription:—

"In token of their loyalty, homage, and affection this silver tankard formerly belonging to King Charles II. was presented by the citizens of London to their Majesties King George V. and Queen Mary on the twenty-fifth anniversary of their marriage."

It was in returning thanks for these expressions of the City's loyalty that his Majesty made a speech which will become historic. He said:—

"I thank you very heartily for your loyal address. It has given the Queen and myself great pleasure to come again to the City of London, which has so many associations with my family, and to receive your congratulations and good wishes on the twenty-fifth anniversary of our wedding-day. (Cheers.) We are greatly touched by the kind references which you have made to the happiness of our married life, a happiness which has been so much increased by the unflinching sympathy and affection of our people. (Cheers.) We acknowledge with gratitude to Almighty God the many blessings bestowed upon us during these years. This anniversary falls at a time when the shadow of war lies heavily on our land, and the very existence of the Empire is assailed by an unscrupulous foe. In this time of trial it is our earnest desire to share the sorrow of our people, and, so far as in us lies, to alleviate their sufferings."

### QUALITIES OF THE RACE.

But while our hearts are heavy at the thought of the bereavement and distress which has befallen the nation, we have seen with joyful gratitude the whole-hearted response to the call of duty which has been manifested throughout the Empire, and here, in the presence of the distinguished representatives of the Dominions and the Empire of India, I warmly acclaim the noble and self-sacrificing spirit in which our brothers across the seas have given their best in our united defence of liberty and right. (Cheers.) Through four long years of unceasing conflict the ancient qualities of the British race have shown themselves in innumerable heroic deeds and in a dogged endurance which has baffled the purpose of the enemy. From visits which I have made to the sailors in our fleets and the soldiers in our armies, I have brought back an ever-increasing admiration for the spirit which pervades all ranks, for their resolution and cheerfulness in all circumstances."

"What words can express the debt we owe to the Navy, which, with unswerving watchfulness and through every kind of difficulty and danger, has protected our shores and kept open for us and for our Allies the highway of the seas—(Cheers.)—to the splendid Army, the very flower of the nation, which has stood, and still stands, as a wall between us and the fury of our enemies; and to our Air Force, distinguished by so many glorious achievements, and now the third arm of the defence of the Empire, of which I am proud indeed to be the General-in-Chief. And when we think of the great fighting services let us remember, too, the unflinching gallantry and determination of the men of the merchant service, who have refused to be dismayed by terrors hitherto unknown in naval warfare, and the courage of the mine-sweepers, trawlers, and fleet auxiliaries, who have performed without ceasing their perilous tasks. (Cheers.)"

"And a hearty tribute of praise is due to the services of my troops on those more distant fronts which I have been unable to visit in person. The men who are fighting in Italy by the side of our gallant Allies; the army of Salonika, which has so long helped to keep the enemy from the waters of the Eastern Mediterranean; the East African force, which has performed feats of courage and endurance in difficult conditions of climate and locality; the armies of Mesopotamia and Palestine, which have rescued once rich and famous territories from a tyranny which has devastated and depopulated them, and have restored already something of their ancient prosperity—all these have abundantly earned our gratitude and admiration."

### NEW LINKS OF UNDERSTANDING.

"The conditions at home, also, give cause for pride and thankfulness. We have seen the ready acceptance by all classes, men and women alike, of the burdens which war has brought—courage in times of crisis, calmness and self-possession when, by his air attacks, the enemy sought to terrify the non-combatant population of this great City, and at all times an unflinching determination to persevere to the end in the maintenance of our righteous cause. I would recall in particular the efforts so successfully made in which the City of London has played such a great part to uphold and enhance the financial credit of the country and to raise the vast sums needed for the prosecution of the war. Especially have I been struck on our visits to the industrial districts of the country by the evidence, in so many quarters, of a spirit of mutual concession animating both employers and workers in regard to matters affecting their individual interests and their readiness to sink differences in order that the essential work of the country should be carried on. We may cherish, I believe, well-founded hopes that in the furnace of war new links of understanding and sympathy are being forged between man and man, between class and class, and that we are coming to recognise as never before that we are all members of one community, and that the welfare of each is dependent upon and inseparable from the welfare of all. (Cheers.)"

"We thank you for your kind references to the Prince of Wales—(loud cheers)—whose knowledge of our fellow-countrymen has been increased in the comradeship of war—and to our dear daughter. (Cheers.) It has been a source of gratification to the Queen and myself that our children have been able to bear some part in the great task to which the country has been called. We are deeply moved by the manifestations of goodwill which have been so abundantly displayed towards us. We rejoice to feel that we are united with the people of the whole Empire in their ideals and aspirations, in their joys and sorrows, determined to secure such a peace as will save the generations to come from the sufferings, horrors, and desolation inflicted upon the world during the past four years. (Cheers.) When that peace comes, may it dawn upon an Empire strengthened in character by the fiery trial through which it has passed, and knit together more closely by the memory of common efforts and common sacrifices. (Loud cheers.)"

### PRIMATE'S SERMON AT ST. PAUL'S.

At St. Paul's Cathedral, with due ceremony their Majesties were escorted to their places in front of the choir beneath the dome, where the other members of the Royal Family were already gathered together to receive them. The gold cross of the Archbishop, the crozier of the Bishop, the sword and mace of the Lord Mayor, the cloth of gold of the copes of ceremony, the white, crimson, and black of the lesser clergy, heralded the simple white of the Queen's robe and the plain khaki of his Majesty.

The Archbishop of Canterbury delivered an eloquent address from the chancel rails. On this day, at this hour, twenty-five years ago, in the Chapel of St. James's Palace, said his Grace, we loyally wished and prayed God-speed to wedded man and wife. We sang together the benedictory words of the ancient Psalm, "O well is thee, and happy shall thou be." That benediction fills our hearts again to-day. Not a day has passed since the outbreak of the world war which has ever darkened the world, or weakened the meaning of the words, or defied their hope. Good it is that to a people under fearful test and strain a beam of heaven-sent joy should pierce the cloud. A beam not distinctive of royalty. A beam which can irradiate any Christian home. And home life, upon which, after all, nearly everything depends, has in war days a peculiar depth, a new sacredness, for it is everywhere consecrated by sacrifice. Thought turns to-day to the central home of English life. The domestic gladness of King and Queen is more than a private joy. Whatsoever concerns the Royal home is to the people's possession. The mutual privilege, the mutual responsibility of the wedded life finds a parallel in the Sovereign's relation to his people. The common joys, the common sorrows of King and people are unified in the mutual society, help, and comfort which the one ought to have of the other, both in prosperity and adversity. In England to-day, if ever on earth, that witness is true.

Eight years of sovereignty, four of them crowded with busy and even anxious questioning—constitutional, political, industrial, social—calling for coolness of brain, for straight, unflinching vision, for adherence by what is pure and true. Then four years spent under the overwhelming, the unutterable strain of a world-war. Upon none surely in the 400,000,000 of our Empire has a heavier burden been laid. But the key to kingliness is given in our Master's words, that the chiefest among us shall be servant of all. And the glad trust of a responsive people and the steady strength of all that we mean by "home" have lightened the load, and to-day, with thankfulness and hope, we bear that joint life, in its simplicity, its straightforward sympathy, and its Christian purpose, before the God of Love, who knows and cares and guides. We do not so bring it in vain.

For thrones and peoples are as waifs that swing. And float or fall, in endless ebb or flow; But who love best have best the grace to know That love, by right divine, is deathless king.

## AMERICANS IN THE FIGHT FOR HAMEL.

### BATTLE-CRY, "LUSITANIA."

(FROM PHILIP GIBBS.)

After the Australian attack south of the Somme yesterday morning (July 6th) the enemy, whose guns had been almost silenced during the battle by intense counter-battery work, shelled some of our new positions rather heavily, and in the evening made three counter-attacks. These seem to have been directed on the wings and centre of the Australian line, but were feeble and unsuccessful. Groups of German machine-gunners and infantry established themselves within fifty yards of the Australians, who were annoyed by this close approach, and decided not to tolerate it. So last night a number of them went out and drove in the German outposts and brought back another batch of prisoners to the number of something over fifty."

I was unable to mention yesterday one of the most interesting features of this action, and that was the share taken in the fighting by American troops. There were not many of them compared with the strength of the Australian bodies, but these few companies were eager to go forward and meet the enemy face to face for the first time, and to prove their fighting quality. They have proved it up to the hilt of that sword which is in their temper and spirit, and the Australian officers with whom I spoke yesterday and to-day all told me that the Americans attacked with astonishing ardour, discipline, and courage. If they had any fault at all, it was over-earnestness to advance, so that they could hardly be restrained from going too rapidly behind the wide belt of our own shell-fire as the barrage rolled forward. It was an historic day for them and for us. It was the Fourth of July, the Day of American Independence, when, as I described yesterday, many French villages quite close to the fighting lines were all fluttering with the Tricolour and the Stars and Stripes in honour of their comradeship in arms, and symbolising the hope of France in the united strength of the armies that now defend her soil. And it was the first time that American soldiers have fought on the British front. They understood that upon their few companies fighting as platoons among the Australians rested the honour of the United States in this adventure."

### AMERICANS ON THEIR METTLE.

Their general and his officers addressed them before the battle, and called upon them to "Make good." "You are going in with the Australians," they said, "and those lads always deliver the goods. We expect you to do the same. We shall be very disappointed if you do not fulfil the hopes and belief we have in you." The American boys listened to these words with a light in their eyes. They were ready to take all risks to prove their mettle. They were sure of themselves and turned up to a high-pitch of nervous intensity at the thought of going into battle for the first time, and on the Fourth of July. There were thousands of other American soldiers desperately eager to go with them, though a battle is not a pleasant pastime. But all their training, all their purpose in this war, all their pride in their own regiments led up to the fighting line, and they wanted to pass the test of it, and measure their spirit against its terrors and dangers. In the heat of the battle, the adventure of battle is greater than its chance of pain or death, and calls to the hunter's instinct in them. So they went gladly, strange as it may seem to people who, after four years of war, look only on the tragic side of it, and the Australians had many requests from American companies who were not allowed to share in the battle.

"Can't we lend you a hand?" they asked. "Can't we be of any use to you?" In one case outside the order of battle their offer was accepted. The Australians took so many prisoners that they found it difficult for the moment to provide a proper escort for them from the forward to the back enclosure. "Some of your lads might help us to conduct the prisoners," said the Australian officer in charge of this work. They did help. No German prisoners have had such a strong and proud escort as that provided by the Americans, who had not the luck, as they thought it, to take part in the actual fighting with their comrades who had gone forward with the Australian infantry and tanks into the smoke-clouds and the light of shell-fire. Up there those lads from America were engulfed in the frightful excitement of battle, and found it an easier and less fearful thing than they had thought because of the utter surprise of the enemy and the silencing of his guns. More formidable to them was the intensity of our own gunfire, which swept the ground in front of them, close to them, with a backward blast of shell splinters and an infernal tumult of drumfire. They could not tell at first whether it was our barrage or the enemy's. They seemed to be in the centre of his fury, and were surprised to find themselves alive, still moving forward with their comrades, and with dark lines of Australians on either side of them."

### CALL FOR VENGEANCE.

"The barrage passed like a storm," said an Australian officer, "leaving behind perfect peace." And it was in this peace of the battlefield, like the peace of death, that the Americans and Australians met groups of men who were the enemy, strange, uncanny creatures, many of them

in their gas-masks and with their hands up in submission, knowing that surrender was their only chance of life. Those who showed any fight, like some who used their machine-guns to the last, had hardly a shred of a chance. The Americans were not tender-hearted in that eighty minutes of advance to the ultimate objective with any enemy who tried to bar their way. They went forward with fixed bayonets, shouting the word "Lusitania" as a battle-cry. Again and again the Australians heard that word on American lips, as though there were something in the sound of it strengthening to their souls and terrifying to the enemy. They might well have been terrified, any German who heard that name, for to American soldiers it is a call for vengeance. It is a curious fact that, with less provocation than the French, who see their own towns destroyed before their eyes and a great belt of ruin across their country, and a world of tragedy where their own families are separated from them by the German lines, the American soldiers have come over here with such a stern spirit and with no kind of forgiveness in their hearts for the men who have caused all this misery."

To-day young American soldiers who have come out of the battle wounded tell their experiences, and through them all is the conviction that the Germans are "bad men," and that death is a just punishment for all they have done. One young corporal, with a most boyish look, described in a simple way how before the battle he was placed in charge of twenty-four of his comrades because he had worked hard and done his best to become a good soldier, and how when they had gathered together the night before going into the line, and had resolved to inflict as much loss upon the enemy as they could, because that was their duty. Not knowing that they would ever meet again in this life, they then shook hands with each other, and the young corporal placed himself at the head of the platoon, and went with them up to the support line, and afterwards to the front line. None of them had seen a front-line trench before, as their regiment had only come to France a few weeks ago, and for the first time they saw shell-fire, and then, two minutes before the attack, a barrage. It astounded them, so that they held their breath, but kept their nerve. "It was a real Fourth of July celebration," said one boy. The line of control in front of them to Hamel village and the trench system beyond was over a little ridge, and then into a valley, and then over another small ridge or fold of ground. In the valley they were held up for a few minutes by some barbed wire and machine-gun fire, but got forward, and did not meet much trouble in Hamel. It was beyond that in the trench system that the Germans fought hard, though some surrendered without fighting."

Two of them ran forward, shouting, "Camerad" to the young American corporal, who did not understand their meaning, and would have killed them, but for an officer, who told him to touch them. A little later he was wounded by a bullet, and as he stumbled to his knees two Germans ran at him with bayonets. He had his finger on the trigger of his rifle, and shot one dead as he came forward. But the other drew near with his bayonet lowered. "Then," said this corporal, who is no more than a boy in looks, "I knew I had to get up and fight him like a man." He stood up in spite of his wound, and with his fixed bayonet turned the lunge which the German made to kill him, and then swung up his rifle and cracked the man's skull."

### KILLED SEVEN GERMANS.

Another American corporal, 21 years of age, was wounded three times, but killed seven Germans, which, as he reckons, is two Boches for each wound and one over. He had an astounding series of episodes, in which it was his life or the enemy's. After going through the enemy's wire near Yaffre Wood he found himself under fire from a machine-gun hidden in a ditch, and he was wounded badly in the thigh with an armour-piercing bullet designed for Tanks. He fell at once, but, staggering up again, threw a bomb at the German gun-crew and killed four of them. One ran, and disappeared into a dug-out. The American corporal followed him down, and the man turned to leap at him in the darkness, but he killed him with his bayonet. He went up from the dug-out again to the light of day above, and a German soldier wounded him again, but said the price for the blow with his own life. "Another German," attacked him, wounded him for the third time, and was killed by this lad whose bayonet was so quick. That made six Germans, and the seventh was a machine-gunner whom he shot. By this time the American corporal was weak and bleeding from his wounds, and while he lay, unable to go further, he bled to death on his rifle as a signal to the stretcher-bearers, who came and carried him back."

The American companies had very light casualties and are satisfied that they accounted for many of the enemy. They are glad of that in a simple, serious way, and the spirit shown by these American soldiers in action on our British front for the first time seems to me, in spite of their youth, like that of Cromwell's Ironsides, stern and terrible to the enemy, who to them is an enemy of God and man. Before this war is over the German soldiers will come to know and fear that spirit, which is a new revelation on this Western front, for our men, fierce as they are in attack, are different in temperament and are inspired by different psychological laws. As yet the Germans do not know much about the army that is growing in might against them. The prisoners I saw to-day under guard by many Australians had no idea how many American soldiers there are in France, and were astonished to meet some of them in this last battle. They believe that we exaggerate the numbers grotesquely in order to scare them, and they have been utterly deceived by their rulers.—*Daily Telegraph*.

## THE HONGKONG ST. ANDREW'S SOCIETY.

(FOUNDED 1847.)



## DRAWING OF WAR BONDS

IN AID OF WAR CHARITIES.

\$200,000 (Hongkong Currency)

or less according to subscriptions.

### PROSPECTUS.

Tickets \$5.00 each.

Prizes to be paid in Bonds of the Hongkong Government 8% War Loan of 1916 (which may be redeemed at the Hongkong and Shanghai Banking Corporation at par), and, in order to ensure that the scheme is productive of "new" money for war purposes, an equivalent amount of the prizes will be reinvested by the Hongkong and Shanghai Banking Corporation in new British War Loan Stock.

Of the total amount subscribed, 50 per cent., after deducting expenses, will be distributed in prizes, and the remaining 50 per cent. will be given to War Charities.

The amount to be distributed in prizes will be divided as follows:—

If, as anticipated, the total amount is subscribed

One First Prize of \$25,000

Five Prizes of \$10,000 each = \$50,000

And Fifty Smaller Prizes of a total of about \$20,000, the lowest of which will be \$50.

If the total amount is not subscribed the amount of each prize to be reduced pro rata.

Winning Tickets must be presented at the Chartered Bank of India, Australia and China, Hongkong, during business hours.

Should any winning ticket not be presented before noon on the 31st December, 1919, the ticket will be cancelled, and the value will be distributed amongst War Charities by the Committee of the Hongkong St. Andrew's Society through the medium of the Hongkong War Charities Committee.

The Drawing will be in public in Hongkong, and the date and hour, at which it will take place will be notified in due course by advertisement.

The sale of tickets will close in Hongkong on TUESDAY, the 31st December, 1918.

Any disputes arising will be decided by the Committee of the Hongkong St. Andrew's Society, whose decision shall be final.

The names of the members of the present Committee are:—

|                                    |                                    |
|------------------------------------|------------------------------------|
| Mr. C. E. ANTON (President),       | Mr. A. G. GORDON (Past President), |
| Mr. R. M. DYER (Vice-President),   | Mr. C. FORSYTH,                    |
| Mr. R. G. SHEWAN (Past President), | Mr. A. O. LANG,                    |
| Hon. Mr. W. CHATHAM, C.M.G.,       | Mr. W. NICHOLSON,                  |
| (Past President),                  | Mr. J. REID,                       |
| Hon. Mr. DAVID LANDALE             | Mr. R. SUTHERLAND,                 |
| (Past President),                  | Mr. M. A. NUGLEY (Hon. Treasurer), |
| Mr. T. F. HUGHES (Past President), | Mr. J. M. GORDON,                  |
| Mr. D. MACDONALD (Past President), | (Acting Hon. Secretary).           |

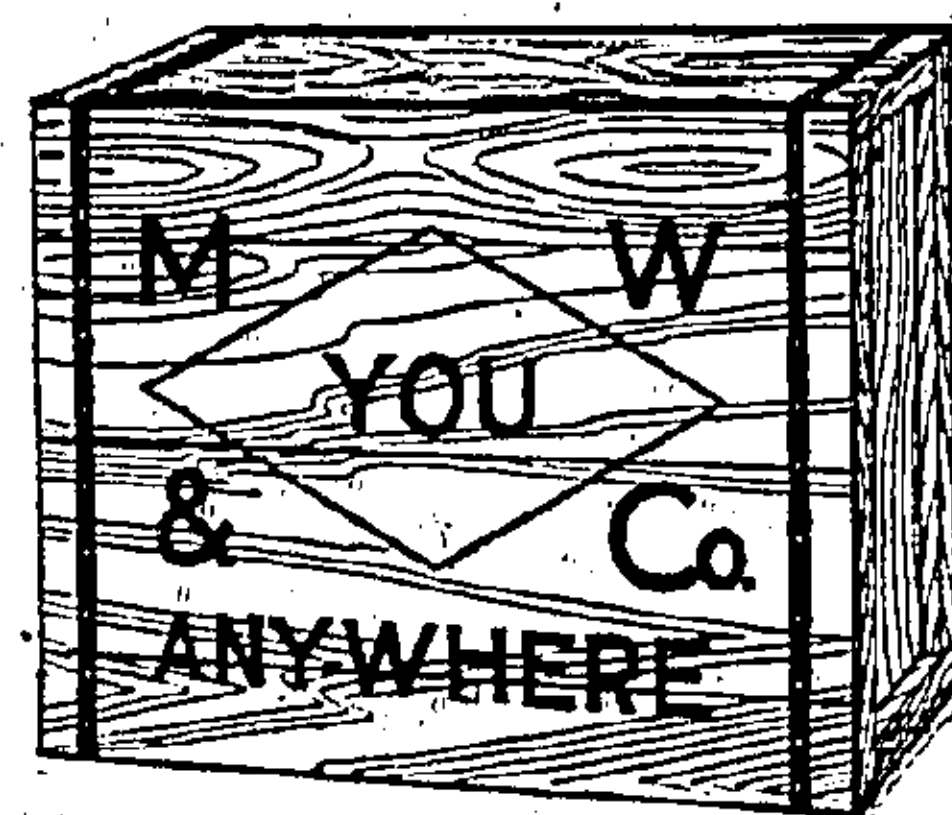
Tickets and Books of Tickets can be had on application at the Chartered Bank of India, Australia and China and at such places as may be subsequently advertised.

JOHN MACDONALD (Hon. Treasurer),  
c/o Chartered Bank of India, Australia and China.

J. M. GORDON (Hon. Secretary),  
c/o Newman, Thomas & Co.

Hongkong St. Andrew's Society War Bond Drawing.

[2303]



You will see the mark of Montgomery Ward and Company on boxes and crates of quality merchandise in ports the world over. For more than fifteen years we have exported to consumers and merchants in nearly every corner of the globe.

WE SELL EVERYTHING for the home, office, farm or school. Groceries, Dry Goods, Clothing, Furniture, Hardware, Electrical Goods, Gas Engines, Bicycles, Farm Implements, etc.

Owing to the rapid growth of our business in the Far East, and the greatly increased demand for our catalogue, we now keep a supply of our latest issue at the following offices:

WELLS, FARGO & CO. EXPRESS, MANILA.  
HONGKONG.  
AMERICAN EXPRESS COMPANY, SHANGHAI.

Write to-day to the nearest office for a copy of our handsome catalogue, illustrating thousands of articles of American manufacture at money-saving prices. In it we explain full details of our favourable shipping arrangements and low carload rates to the Orient.

In addition to our large freight shipments, we export hundreds of Parcel Post packages every day.

To the United States Postal Agency at Shanghai we can ship parcels up to a weight of fifty pounds each at a rate of 12 cents per pound or fraction thereof.

No matter where you live, it will pay you to get our catalogue and place a trial order. We absolutely guarantee safe delivery.

MONTGOMERY WARD & COMPANY.  
CHICAGO, U.S.A.

[1886]







## INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BRERA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BRERA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LIMITED,  
Managing Agents.

## "ELLERMAN" LINE.

(KLEFFMAN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LIMITED,  
General Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

| FOR      | STEAMERS  | TO SAIS             |
|----------|-----------|---------------------|
| SHANGHAI | "PAOTING" | On 5th Sept. 3 P.M. |
| SHANGHAI | "RUNNING" | On 5th Sept. 3 P.M. |
| SHANGHAI | "YINGGOW" | On 7th Sept. 4 P.M. |
| TIENTSIN | "HUICHOW" | On 12th Sept. Noon. |

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation, Ample Electric Light and Fans in Saloons and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
Agents.

## DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW  
AND RETURN.

(Occupying 8 to 10 Days).

"KAITAN" ... [Capt. A. E. Hodgins] ... THURSDAY, 5th Sept. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,  
General Managers.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

IN A S.W. AIR D

WESTWARD

The above Steamer have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage apply to

DAVID SASSOON & CO. LTD.,  
Agents.

## P. &amp; O. S. N. CO.

## ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

## MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALIA, EGYPT, &c.

| Steamers | Leave Hong Kong | Connecting Mail   | Due at     | Due at |
|----------|-----------------|-------------------|------------|--------|
| to       | at              | Sta. from COLOMBO | MARSEILLES | LONDON |
| COLOMBO  | at Noon         |                   |            |        |

When Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking. On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO  
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

Leave Hong Kong about

Passengers may travel by Railway in Japan between Ports of Call free of charge.

## INTERMEDIATE STEAMERS

(Non-Transshipment).

IN ADDITION TO THE ABOVE MAIL STEAMERS, WILL LEAVE DIRECT FOR

## MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWITZERLAND, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES. Proposed Sailings:

| STEAMERS                    | Leave Hong Kong about | Leave Straits about | Due at Marseilles about | Due at London about |
|-----------------------------|-----------------------|---------------------|-------------------------|---------------------|
| The Intermediate Service is | Temporarily           | Suspended.          |                         |                     |

"WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp. Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODFREY & D'OLIVER, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fare, Freight, Handbooks, Dates of Sailing, etc., apply to

P. L. KNIGHT,  
Acting Superintendent.

## NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| DESTINATION                                                                  | STEAMER & DISPLACEMENT | SAILING DATES      |
|------------------------------------------------------------------------------|------------------------|--------------------|
| SHANGHAI KOREA                                                               | 1,230 tons             | 7th Sept. 11 A.M.  |
| YOKOHAMA                                                                     | 15,980 tons            | 17th Sept. 11 A.M. |
| NAGASAKI KOREA                                                               | 9,800 tons             | 14th Sept. 11 A.M. |
| YOKOHAMA                                                                     | 12,300 tons            | 19th Oct. 11 A.M.  |
| SHANGHAI, MOJI & KOREA                                                       | 7,000 tons             | 5th Sept.          |
| YOKOHAMA                                                                     | 9,000 tons             | 17th Sept.         |
| LONDON or LIVERPOOL via SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN  |                        |                    |
| MELBOURNE via MANILA, ZAMBOANGA, THURSDAY, IS, TOWNSVILLE, BRISBANE & SYDNEY |                        |                    |
| NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO & PANAMA CANAL          |                        |                    |
| BOMBAY via SINGAPORE, MALACCA & COLOMBO                                      |                        |                    |
| CALCUTTA via SINGAPORE, PENANG & RANGOON                                     |                        |                    |

For dates of sailing apply at the Company's Office.

Outfitting Shanghai and for Moji. Wireless telegraphy.

## HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 30,000 tons displacement.

Next sailings from Hongkong.

1st FUSHIMI MARU ... 11th Sept. at Daylight

1st KASHIMA MARU ... 13th Sept. at 11 A.M.

Outfitting Manila Eastbound.

For further information apply to  
NIPPON YUSEN KAISHA  
B. MOBI, Manager

Telephone 222 and 223

## TOYO KISEN KAISHA

## SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU  
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

| Steamers     | Tons   | Leave Hongkong  |
|--------------|--------|-----------------|
| TENYO MARU   | 23,000 | SUN. 8th Sept.  |
| SIBERIA MARU | 20,000 | TUES. 12th Nov. |

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, CRUZ BALBOA, OALLAO, ARICA and TQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES

| Steamers    | Tons   | Leave Hongkong |
|-------------|--------|----------------|
| ANYO MARU   | 18,500 | Sept. 25th.    |
| NIPPON MARU | 11,000 | Nov. 8th.      |

Tickets are interchangeable with the CANAMIAN PACIFIC OCEAN SERVICES, LTD., and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge. For full information as to rates, sailings, etc., apply to—

TRANSPACIFIC 2274 and 2275. T. DAIGO, Manager, King's Building.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI

SERVICE TO AND FROM EUROPE

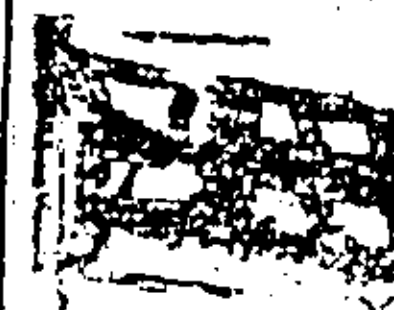
Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, apply to

TELEPHONE 740.

F. RADAMELLE,  
Agent,  
Queen's Building.



## O. S. K.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

GENOA LINE—Monthly service via Singapore, Bombay and Port Said. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers.

NORTH AMERICAN LINE—Regular fortnightly services between Hongkong and Puget Sound ports touching at intermediate ports in Japan.

"MEXICO MARU" ... MONDAY, 16th Sept. at 3 P.M.

SOUTH AMERICAN LINE—Every two months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

BOMBAY LINE—Regular fortnightly service for Bombay sailing at Singapore, and Colombo.

JAVA LINE—Monthly service for Batavia, Sourabaya and Samarang.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, (sailing) at Auckland, N.Z., Sydney and Melbourne.

FORMOSAN LINE—The steamers will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the Wharf, Telephone No. 76 will be fixed.

KEELUNG via SWATOW and AMOY.

"AMAKURA MARU" ... SUNDAY, 8th Sept. at Noon.

TAKAO via SWATOW and AMOY.

"SOBU MARU" ... THURSDAY, 12th Sept. at 9 A.M.

FOR SAILING DATES AND FURTHER PARTICULARS

Please Apply to—

K. YAMASAKI, Manager, No. 1, Queen's Building.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons, American Registry).

"CHINA" (10,000 tons, American Registry).

SAILINGS FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" October 21st.

"CHINA" September 7th, at 1 p.m.

An unsurpassed high-class passenger service.

Prince's Buildings.

O. H. RITTER, Freight and Passenger Agent, Ice House Street, Tel. 1242.



The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

REGISTERED and PARCEL MAILS close 15 minutes earlier than the time given below unless otherwise stated.

\* Subscribed correspondence only.

From Shungwan Western Branch P.O.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

|                                                                                                                      |         |                                                                                                     |        |
|----------------------------------------------------------------------------------------------------------------------|---------|-----------------------------------------------------------------------------------------------------|--------|
| <b>Directory and Chronicle of the Far East</b>                                                                       | \$15.50 | <b>Missionary Directory, cloth cover</b>                                                            | \$1.00 |
| Dc.                                                                                                                  |         | " " "                                                                                               | 1.00   |
| Dc. Smaller Edition                                                                                                  | 7.50    | <b>Dog and Gun in New Territory</b>                                                                 | 1.00   |
|                                                                                                                      |         | From Hongkong to Canton, by the Pearl River—A Book for the Globetrotter,                            |        |
| <b>Catkins of Far Cathay, a Social and Political Novel, by C. J. H. Halecombe</b>                                    | 2.50    | by Capt O. V. Lloyd; with Maps and Illustr.                                                         | 1.00   |
| <b>The Jubilee of Hongkong, being an Historical Sketch, to which is added an Account of the Celebrations in 1891</b> | 1.00    | <b>Hongkong Weekly Press, half-yearly vol., bound</b>                                               | 7.00   |
| <b>The Hongkong Typhoon, Sept. 18th, 1906, Illustrated Account</b>                                                   | 0.50    | <b>Sixty Years Anglo-Chinese Calendar, 1854 to 1923</b>                                             | 2.00   |
| <b>Treaty Mining Regulations in China</b>                                                                            | 0.50    | <b>Rates Paid at Hongkong, English Edition, since 1874</b>                                          | 1.00   |
| <b>Regulations for Railway Construction in China</b>                                                                 | 0.50    | <b>Recent Rates of Exchange at Hongkong, English Mid Day, 1893</b>                                  | 1.00   |
| <b>Hongkong Hansard Reports of the Meetings of the Legislative Council, Published Annually</b>                       | 5.00    | <b>Called Out; or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halecombe</b> | 2.00   |
| <b>Mountings of Naval Guns and their Subsequent Use with the Lady yacht</b>                                          | 1.00    | <b>Pinn of the West River</b>                                                                       | 1.00   |
| <b>Waxlike Exploits of the Merchant Navy, by J. E. Featherstonshaugh</b>                                             | 0.90    | " " Victoria                                                                                        | 1.00   |
| <b>Political Obstacles to Missionary Success in China</b>                                                            | 0.35    | " " Kowloon                                                                                         | 0.00   |
| <b>Trade Mark Registrations in China</b>                                                                             | 0.25    | " " New Territory                                                                                   | 0.00   |
|                                                                                                                      |         | <b>Power of Attorney Form</b>                                                                       | 0.00   |
|                                                                                                                      |         | <b>Mail Tables for 1914, on card</b>                                                                | 0.00   |
|                                                                                                                      |         | Do. on paper                                                                                        | 0.00   |

| LONDON.— |                                   | September 3rd |
|----------|-----------------------------------|---------------|
|          | Telegraphic Transfer              | 3/6 1/2       |
|          | Bank Bills, on demand             | 3/6 1/2       |
|          | Bank Bills, at 30 days' sight     | 3/6 1/2       |
|          | Bank Bills, at 4 months' sight    | 3/6 1/2       |
|          | Credits, at 4 months' sight       | 3/7 1/2       |
|          | Discountary Bills 4 months' sight | 3/7 1/2       |
| ON       | PARIS —                           |               |
|          | Bank Bills, on demand             | 478 1/2       |
|          | Credits, at 4 months' sight       | 498 1/2       |
| ON       | NEW YORK.—                        |               |
|          | Bank Bills, on demand             | 84 1/2        |
|          | Credits, at 60 days' sight        | —             |
| ON       | BOMBAY —                          |               |
|          | Telegraphic Transfer              | nom.          |
|          | Bank Bills, on demand             | —             |
| ON       | CALCUTTA.—                        |               |
|          | Telegraphic Transfer              | nom.          |
|          | Bank Bills, on demand             | —             |
| ON       | SHANGHAI.—                        |               |
|          | Bank Bills, at sight              | nom.          |
|          | Yokohama, 30 days' sight          | —             |
| ON       | YOKOHAMA.—On demand               | 154 1/2       |
| ON       | MANILA.—On demand—Pescu           | 156 1/2       |
| ON       | HONGKONG.—On demand               | 162 1/2       |
| ON       | PEKING.—On demand                 | 166 1/2       |
| ON       | HAIPEHONG.—On demand              | 161 1/2       |
| ON       | SAIGON.—On demand                 | 161 1/2       |
| ON       | HANKOKE.—On demand                | 4             |
|          | SOVEREIGNS, Bank's Buying Rate    | \$ 5 1/2      |
|          | GOLD LIAI, 100 fine, per tael     | \$41 1/2      |
|          | BANK SILVER per ca.               | 49 1/2        |

**T**HE Homeward Mail Steamer, carrying His Majesty's Mail, will be despatched from this port as usual, taking Passengers and Cargo for the above Ports. Passengers, accommodation in the connecting vessel secured before departure from Hongkong. Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the oncarrying Steamer for Marseilles and London.

**WM. C. JACK & CO., LTD.**  
14, DES VOEUX ROAD CENTRAL, HONGKONG

5, Chater Road. Tel. 2440.  
Hongkong, 11th April, 1916. [147]

must be smoked to be appreciated. Try them—buy a tin of fifty at your Tobaccoist.



Printed and Published by HENRY ALCOCK,  
DAILY PRESS, LTD., at 10A, Des Voeux Road,  
London Office: 131, Fleet Street E.C.

PHILIP SAEWRIGHT, for THE HONGKONG  
Roux Road Central, Victoria, Hongkong.